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ERIE RAILROAD

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EMPLOYES MAGAZINE

1913

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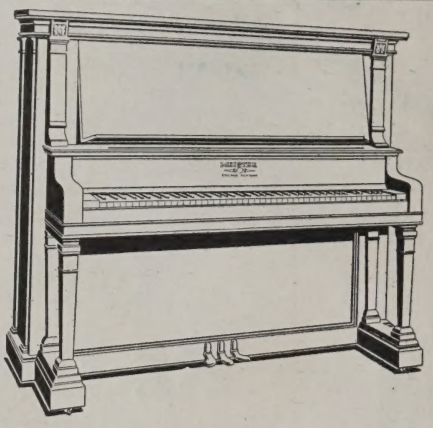
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"My Father Loved That Book"

Charles Dana Gibson is America's greatest artist.

He lives in his art—for art's sake.

The lessons of his pictures have punctured more illusions, intensified more sympathies and levelled the loves of high and low to the common standard of humanity.

He has drawn two great pictures for us, one is called "Friends for Forty Years," which will appear later in this publication. The other drawing, which appears on this page—"My Father Loved that Book."

Do YOU get his meaning?

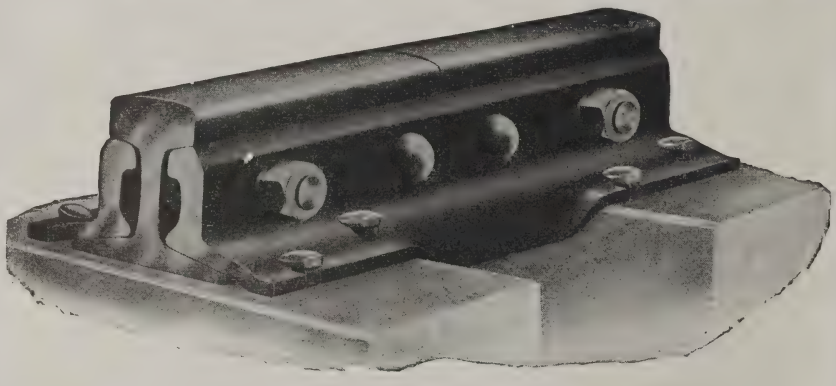
Her father LOVED that book because it made possible more comforts for his family at less cost than he could secure them elsewhere.

Whether he needed foods or furniture, clothes or curtains, machinery or farm implements, he could buy them from Ward's with all the extra profits cut out.

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THE ERIE RAILROAD EMPLOYES' MAGAZINE

Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

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A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 9. MARCH, 1913. No. 1.

NMS 30 Je '15



A. F. TRIMBLE.

AN APPRECIATIVE PATRON.

Another patron of the Erie Railroad has found the service to be so satisfactory, that he was impelled to express his sentiments in writing. The party referred to is a gentleman engaged in the insurance business at 37-39 Liberty Street, New York City.

The following letter written by him explains itself:

New York, February 13, 1913.

Mr. Ralph H. Wallace,
General Passenger Agent,
Erie Railroad.

Dear Sir:

I left West Orange on the 9.55 train, February 12th, with my wife, maid and baggage, and I want to congratulate the Erie Railroad on having such a competent, agreeable and accommodating conductor as there is on that train.

I believe that every transportation company, etc., should be advised of good treatment of passengers by their employes, as well as advised of bad treatment.

This conductor helped us with the baggage without any idea of pecuniary gain.

Very Truly Yours,
(Signed) W. S. Verplanck.

Mr. Wallace replied as follows:

New York, February 15, 1913.

Mr. W. S. Verplanck,
37-39 Liberty Street, New York City.

Dear Sir:

Thank you for your pleasant letter commending the service afforded you by the conductor in charge of the train leaving West Orange at 9.55 A. M., February 12th.

We will take pains to let the conductor know of your compliment.

Yours Very Truly,
(Signed) R. H. Wallace,
General Passenger Agent.

The conductor with whom Mr. Verplanck rode is Ira Pellington, train 414. He runs trains on the Orange Branch, between West Orange and Silver Lake, and is proverbial for his good nature and the attention he gives passengers. Ira is just the man who might be expected to render the kind of service Mr. Verplanck speaks of in his letter.

ERIE BAND WILL DANCE.

The attention of residents along the Erie is respectfully called to the coming first annual ball, to be given by the Susquehanna Erie Band. This, one of the season's leading social events, will be held in Hogan's Opera House, Susquehanna, Pa., April 3d, 1913. The ball will be divided in two parts. Music for the first part will be furnished by the Susquehanna Erie Band of 27 pieces. Pierce's Orchestra, of from 15 to 18 pieces, will furnish the music for the latter half. As this is the first of what will be annual affairs, a large attendance is desired and all Erie employes who can be in attendance are earnestly requested to come. Tickets, costing one dollar, can be obtained from the chairman of the Ticket Committee, Mr. A. J. Bayless, Susquehanna, Pa.

It may be mentioned that the members of this exceptionally fine body of musicians are employed in various capacities by the Erie Railroad at Susquehanna. Engineers, firemen, mechanics, shopmen and clerks are among its members, and it can be said, without either favoritism or prejudice, that this band ranks very high among similar organizations.

The band is one of the prides of the thriving little city of Susquehanna, and justly so, too, because the boys are always glad to offer their services on occasions when things occur that require the added pleasure of music. It is hoped that the citizens of Susquehanna will turn out in large numbers and make the coming event of the Erie Band a conspicuous social and financial success.

And the editor of the Erie Railroad Employes' Magazine wishes to express his keen appreciation of having been recently made an honorary member of the band, even though not a musician himself.

DIV. ENGINEER TRIMBLE.

The subject of this month's sketch, whose picture appears on the preceding page, is A. F. Trimble, division engineer of the Wyoming Division, with headquarters at Dunmore, Pa.

Mr. Trimble was born at Allegheny, Pa., December 22d, 1875. Educated at Public School No. 2 and High School there, and graduated from the Western University of Pennsylvania (now University of Pittsburgh), June, 1897, with degree of civil engineer.

Entered railroad service July 1st, 1897, with Penna. Lines West of Pittsburgh, as rodman on construction in chief engineer's office at Pittsburgh and Chicago. From October 1st, 1898, until April 15th, 1899, was rodman on maintenance of way work, I. & V. Division, at Indianapolis, Ind.; transitman on maintenance work on Western and E. & A. Divisions of the same company at Fort Wayne, Ind., and New Castle, Pa., from April 15th, 1899, to June 25th, 1902, at which time he entered the Erie service as assistant division engineer, Mahoning Division, at Youngstown, Ohio.

On March 1st, 1906, was promoted to division engineer, Wyoming Division, at Dunmore, Pa., which position he has since held.

Mr. Trimble was married at Indianapolis, Ind., June 20th, 1900, to Miss L. Bessie Wilson.

THE RAILROAD'S INTEREST IN U. S. MAIL SERVICE.

An Address Delivered at Meeting, Suffern, N. Y., Dec. 20, 1912.
By H. M. Wade, Mail Traffic Agent, Erie R. R.

(Continued from February.)

IN 1862 an experiment in the distribution of mails en-route was inaugurated on the Hannibal & St. Joseph Railroad, but it was not until 1864 that Railway Post Office cars were placed in general service throughout the country.

Railroads were requested by the Post Office Department to build mail cars in accordance with plans furnished by the Department and to operate them on trains so as to effect connections with other lines; the mails being distributed by clerks in the cars as they passed over the line, thereby obviating the necessity of dispatching them to central distributing post offices at which offices the delay was frequently as great as twenty-four hours.

As evidence of the great interest taken by the Erie in developing the system of distributing mails en-route, I will read a copy of a letter written by Mr. R. C. Jackson to the Honorable Wm. B. Thompson, gen'l supt. at Washington, D. C., relative to the establishment of postal car service in 1864:

"Mr. Charles Minot, then manager of the New York & Erie Railroad, was the only railroad man that really comprehended the value of the system, and he was enthusiastic, giving every facility on his road. To him, I think, more than any other railroad man, is the Department indebted for its success. The Hudson River and New York Central would not touch it on any terms then. I was offered by Mr. Minot an engine and baggage car to test catchers between Bergen Tunnel and Pavonia Ferry, but never made the test, for the Hamilton and Ward was the only feasible one, and Mr. Minot said that needed no test, and the Department adopted it."

From this it appears that the Erie was foremost in assisting to establish and develop the distribution of mails en-route, although no guarantee was made by the Department of additional compensation for the operation of distributing cars. The initial run between Jersey City and Dunkirk was made on February 5th, 1865, and this was the second postal car service on the Atlantic seaboard.

From this date the development of the Railway Mail Service was extremely rapid, although not until March 3rd, 1873, did Congress recognize the new system of handling mail by enacting a law which provided for the payment of railroads for weight of mail carried on the wholesale and retail principle with a moderate allowance for the rental and operation of mail distributing cars. The sliding scale of rates commenced at $50.00 per mile of road per annum on lines carrying a daily average weight of 200 pounds or less, and decreased as the weight increased, so that on a line carrying 5,000 lbs. or more the rate was only $25.00 per mile of road per annum for each 2,000 lbs. in excess of 5,000 lbs.

For the use and operation of distributing postal cars 40 ft. or more in length the rates were as follows:

40-ft. car:
$25 per mile of road per annum.
45-ft. car:
$30 per mile of road per annum.
50-ft. car:
$40 per mile of road per annum.
60-ft. car:
50 per mile of road per annum.

These rates were established after the newly developed service had been in operation for about eight years, which gave the Post Office Department and Congress sufficient time to determine what the railroads should be paid, and it is assumed that these rates were considered equitable to both the railroads and the Government, nevertheless, without any apparent further investigation, a general reduction of 10% was made by Act of Congress in 1876 and a further reduction of 5% in 1878.

At this time a protest was made by the railroad companies against the aforesaid reductions in compensation for carrying the mails, which resulted in Congress passing an act on March 3rd, 1879, requiring the Postmaster General to request the railroad companies transporting the mails to furnish, under seal, such data relating to the operating receipts and expenditures of such roads as may in his judgment be deemed necessary to enable him to ascertain the cost of mail transportation and the proper compensation to be paid for the same.

No action was taken under this law until 1907-1908. In the meantime, Congress in 1898 and 1899, through a Joint Commission of the United States Senate and House of Representatives, made an exhaustive investigation with reference to Railway Mail Pay, and this Commission reported as follows:

"Upon a careful consideration of all the evidence and the statements and arguments submitted, and in view of all the service rendered by the railroads, we are of the opinion that the prices now paid to the railroad companies for the transportation of the mails, are not excessive, and recommend that no reduction thereof be made at this time."

This Commission also reported in regard to pay for railway post office cars:

"Taking in view all these facts as disclosed by the testimony filed herewith, we are of the opinion that the prices paid as compensation for the postal car service are not excessive, and recommend that no reduction be made therein so long as the methods, conditions and requirements of the postal service continue the same as at present."

Notwithstanding this report, in 1907 a law was passed making a general reduction in pay of 5% on weights averaging from 5,000 to 48,000 pounds daily, and of 10% on weights averaging over 48,000 pounds daily. The act also provided for a reduction of 16.66% in full railway post office car pay, making a total reduction of approximately 33% since 1873, notwithstanding the fact that railway operation is becoming more expensive each year, due to the steadily increasing cost of labor and equipment.

It is interesting to compare the cost to the Government of the different classes of mail transportation, which the annual report of the Second Assistant Postmaster General for 1911 shows as follows:

Steam railroads:
10.26c. per mile of service.
Electric and cable roads:
5.91c. per mile of service.
Screen wagon service:
31.73c. per mile of service.
Steamboat service:
14.56c. per mile of service.
Mail messenger service:
13.36c. per mile of service.

From this it will be noted that, while the service performed by railroads is vastly more valuable to the Government than any other class of service; with the exception of the electric and cable car service, the rate per mile received by steam railroads is less than for any other class of transportation service. This rate per mile is the average rate for full railway post office, mail apartment car and closed pouch service, running in some instances a full train of eight or ten cars, on exceptionally fast schedules, and in other instances consisting of only a few bags carried in the baggage car.

In the case of electric and cable car service, the mail ordinarily consists of one or more pouches carried on the platform of the car.

Screen wagon service consists of a specially constructed wagon for one or two horses, and a driver, carrying mails between post offices and railroad stations in the larger cities.

Steamboat service, as a rule, consists of closed pouches carried between landings, but in a few instances mail apartments are furnished in which mails are distributed.

Mail messenger service is usually performed by a man carrying a bag of mail back and forth between the railroad station and the post office, at offices where the location is more than eighty (80) rods from the railroad station; in occasional instances the use of a horse and wagon being required.

Comparing the revenue from mail transportation with that from the express, we find that the total revenue of the Post Office Department for the fiscal year ended June 30th, 1911, was $237,879,823, and the total amount paid to railroads for mail transportation was $50,910,260, or a trifle more than 21% of the total revenue; whereas in the express service the railroads receive an average of about 55% of the gross receipts, and there is very little similarity in the service performed for each class of service, the express being a simple transportation proposition without any labor or responsibility on the part of the railroads except to haul the cars over the road, whereas the Government requires almost innumerable services in connection with the handling of mail, such as furnishing specially equipped postal cars, and the placing of them at terminals for advance distribution of mails, hours before the departure of trains, performing the mail messenger service between stations and post offices where they are not more

than 80 rods apart; the free transportation of a large number of employes and officials of the Post Office Department; the loading and unloading of mails at all terminals; liability for personal injury or death of postal clerks while on duty; responsibility for correct and careful handling of mails, any delinquencies being punished by fines, and a thousand or more rules and regulations which railroads are bound to obey.

As a concrete example of inadequate mail pay, your attention is called to the New Jersey & New York Railroad, one of the Erie subsidiary lines.

This road is 46.83 miles in length and has a 12-ft. mail apartment car on eight trains each day, running 272.23 miles per day, and closed pouch mail on six trains per day, running 221.83 miles, or a total of 493.46 miles of mail service each day, for which the company receives $11.80 per day, or 2.39c. per mile, only a trifle more than sufficient to pay the regular fare of the railway postal clerk who rides in the mail car. One thousand eight hundred and ninety car miles were made in mail service on this line in November, 1909, from which the company received a revenue of $307.86, and the operating expense of the service at 31 cents per car mile, which is approximately the average for the system, including the proper proportion of interest and taxes, was $585.90, therefore there was an actual loss of $278.04 from the operation of mail service on the N. J. & N. Y. Railroad during the month of November, 1909.

The ratio of loss was not as great on the main line of the Erie, where greater quantities of mail are handled, as the greater the density of traffic, the more remunerative is the mail service, which rule also applies in freight and passenger operations.

This idea is clearly exemplified by a comparison of the service and revenue of Erie trains 5 and 3 between Jersey City and Salamanca, N. Y. Train 5 carries an average of 1,329 lbs. of mail per day, and the annual revenue from mail service on that train is $24,290, or approximately 16c. per car mile. On train 3 the average daily weight of mails is 4,455 lbs. and the annual revenue $37,088, or approximately 24½c. per car mile; therefore, while the revenue from the hauling of a postal car on train 3 is one and one-half times as great as on train 5, the cost of operation is very little more.

During the fore part of the year 1909, the Postmaster General, in compliance with the Act of March 3d, 1879, requested all railroads in the United States to furnish certain data relative to the cost of operating passenger, mail and express service, and the month of November was selected as the proper period for which to collect such data, and practically all railroads in the United States complied with the Postmaster General's request and presented figures showing in detail the operating expense of passenger, express and mail service, the division of such expenses assignable to the different classes of traffic mentioned being made in accordance with facts as far as possible, and what are known as unassignable expenses were divided on the basis of revenue train mileage, which is considered by a majority of the railroads as being as nearly correct as any method that has as yet been devised.

(To be continued.)

FROM "THE ONE WHO RODE."

Mr. J. D. Brown, asst. genl. passenger agent at Cleveland, recently received from an unknown, whose conscience troubled him, and signed his letter "One Who Rode," twenty-five 2-cent stamps. In fact the agent at Ashland, Ohio, received the communication, and in turn forwarded it to Mr. Brown, who moved it on to the treasurer of the Erie Railroad at New York.

The conscience-stricken party referred in his letter to a ride which he stole from Ashland to West Salem in 1903. The fare between those points in 1903 was 40 cents, so that it is not clear as to why the man sent 50 cents, unless it was a case where he thought interest was due.

J. D. Brown, who is a philosopher, figures that the sender may have "seen the light" through the workings of the Salvation Army. At any rate, the Erie has been rewarded and the man's conscience has been set at rest. It is also well to know that one man reformed is a precious soul saved, and the Erie, while feeling glad to know that this man repented and made good, feels still better to know that he has again become a man.

The Temple of Debt has a thousand entrances for one exit.

ERIE RAILROAD COMPANY'S WINNIPEG, CANADA, AGENCY.

(By Mr. Allen Syme, General Agent, Winnipeg, Canada.)

THE principal cities covered by this agency are Port Arthur, Fort William and West Fort William, in the province of Ontario; Winnipeg, Portage, La Prairie and Brandon, in the province of Manitoba; Regina, Moose Jaw, Saskatoon and Swift Current, in the province of Saskatchewan.

The number of miles distant between Port Arthur, the most easterly point, and Swift Current, the most westerly point, is 932.

Port Arthur, Fort William and West Fort William are situated at the head of Lake Superior. It is at these cities that rail and boat meet. All lake traffic is handled through these cities. In Port Arthur are situated the Canadian Northern Railway terminal elevators, coal docks and freight sheds; in Fort William the Canadian Pacific Railway terminal elevators, coal docks and freight sheds. West Fort William is the terminus of the Grand Trunk Pacific Railway, where their grain elevators, coal docks and freight sheds are situated.

Winnipeg is the largest city under the jurisdiction of the Winnipeg Agency.

No doubt a great many readers of the Erie Magazine have heard the name "Winnipeg," in some way or another, but as to its situation and importance to western Canada, as a railroad centre, they may not be familiar. Winnipeg, the capital city of the province of Manitoba, and the third largest vity in the Dominion of Canada, is situated at the junction of the Red and Assinaboine Rivers, and is the gateway to the Great Canadian Northwest. The situation of Winnipeg is rather unique, the nearest large cities to the South being St. Paul and Minneapolis, Minn., over 400 miles distant; to the East, Port Arthur and Fort William, Ont., with a combined population of about 50,000, respectively, the same distance away as St. Paul and Minneapolis. To the West Calgary, Alberta, with a population of about 50,000, is 837 miles distant.

Winnipeg was incorporated as a city in 1874. In 1881 the population was 7,980; in 1891 increased to 27,000; in 1901 to 44,700; from 1901 to 1906 the city more than doubled its population, and, at present, numbers about 225,000 people, including suburban districts.

Winnipeg is the railroad business centre of the Canadian West, the chief central point of the Canadian Pacific Railway, Canadian Northern Railway, Grand Trunk Pacific Railway and the Midland Railway.

The Canadian Pacific Railway operates in and out of Winnipeg, 45 passenger trains daily, and very often more, by reason of its through passenger trains running in three and four sections. The number of freight trains handled varies. At this season of the year they have, out of Winnipeg, an average of one train of 45 to 60 cars per hour.

It is claimed the Canadian Pacific Railway has at Winnipeg the largest individual terminal yard in the world. It has, at the present time, 160 miles of track, and has under construction a new yard at Transcona, 5 miles East of Winnipeg, which, when completed, will also contain 160 miles of track. The daily average number of cars handled for the month of October was 5,500. The daily average carloads of grain, eastbound, for the month of October, was 675.

The facilities for handling Canadian Pacific Railway freight at Winnipeg, are as follows: 2 sheds 1,550 ft. long; 6 tracks between sheds; transfer platforms between 4 of these tracks; 530 porters employed, with an office staff of 206; team track capacity for 900 cars and 200 private sidings. There are also 6 grain elevators in the terminal owned by private corporations.

There are in the service of the Canadian Pacific Railway at Winnipeg, over 7,500 employes.

The Canadian Pacific Railway, besides having its own depot, has the largest hotel in the city.

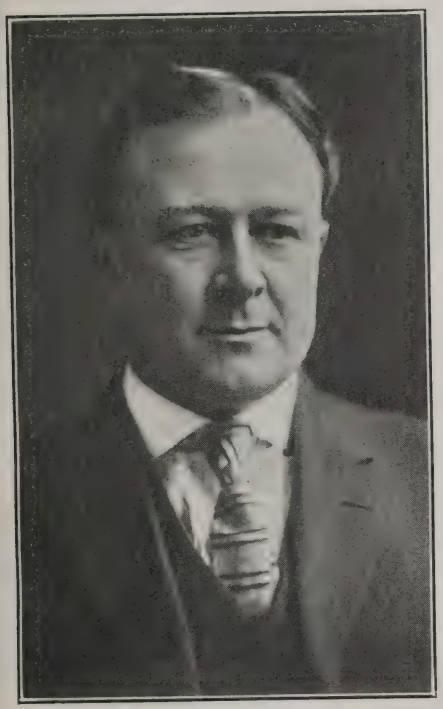
The Canadian Northern Railway and the Grand Trunk Pacific freight and passenger traffic, is handled by the Winnipeg Joint Terminals Co., in so far as the switching of cars is concerned. Each of these roads has its own freight and passenger office staff and freight handlers. The average number of passenger trains in and out of the Terminal Depot is about 28 per day.

The number of cars handled daily by the Terminal Co. for the month of October amounted to 3,500; miles of track in the Terminal Co. yard, 130.

The Canadian Northern Railway has 2 freight sheds 400 ft. long, with 5 tracks between. Freight handlers employed in sheds, 90; office staff, 35. The Canadian Northern Railway employs, in all, 4,000 people at Winnipeg.

The Grand Trunk Pacific has 2 sheds 400 ft. long, with 4 tracks between, and employs a staff of 70 people in all.

The Midland Railway, which is a



ALLEN SYME.

subsidiary of the Great Northern and Northern Pacific Railway, has a freight terminal yard in Winnipeg, maintaining, in all, 10 miles of track. The total number employed in the freight department, is 50, besides switch crews. The freight trains of the Midland are handled by Canadian Northern Crews, over Canadian Northern tracks from the U. S. boundary, and are then handed to the Midland, which does its own distributing. Great Northern and Northern Pacific passenger trains are handled by the Canadian Northern Railway from the U. S. boundary, precisely the same as the freight trains, except at the Terminal, or Union Depot, where the passenger trains arrive and depart. The Terminal, or Union Depot, is owned jointly by the Canadian Northern and the Grand Trunk Pacific.

At the present time there is under construction an up-to-date stock yards, situated on the east side of the Red River, which, when completed, will cover 1½ miles square, all railroads entering Winnipeg having connection with same by transfer.

The estimated turnover of wholesale business in Winnipeg will amount this year to $130,000,000.

Winnipeg is the wholesale jobbing centre of the entire three Western Provinces — Manitoba, Saskatchewan and Alberta. The grain business of the Canadian West centres in Winnipeg, and for the year 1911 the number of bushels of grain inspected exceeded 100,000,000, establishing Winnipeg as one of the foremost grain markets in America. It is expected that this year's inspection will far out-strip last year's. This alone is evidence of the quality of the soil of the three prairie provinces of Canada.

Winnipeg and Western Canada have today an enormous demand for all kinds of manufactured goods, with comparatively small means of supplying these from home. Western Canada's great trade is supplied from outside sources, namely: Eastern Canada, United States, Great Britain and Continental Europe. The most important manufactured articles imported from the United States consist of machinery, all kinds; wire, structural steel, iron and steel pipe, hardware, tools, firearms, electrical goods, lumber, boots and shoes, automobiles, gasoline, coal oil, coal, etc.

Think of the possibilities of Winnipeg, the gateway through which all east and westbound western Canadian traffic must pass, and from which, as is now the case, the greater part of the trade of that country radiates, and will naturally continue to centre and extend over the wide expanse of fertile and as yet practically undeveloped Western Canada.

Not only does Winnipeg afford every opportunity to facilitate industries in locating, but also assures them of every modern convenience and protection which can be found anywhere. There are 221 miles of water mains, besides a high pressure system of eight miles for fire protection in the central parts of the city. The outlay on this new system was $1,000,000, and it is stated on author-

ity to be one of the best on the continent.

The city is a firm believer in municipal ownership of public utilities, and owns and operates its own waterworks plant, street-lighting system, stone quarry, fire alarm system, asphalt plant, electric light and power plant, and a by-law authorizing the expenditure of $600,000 for the construction of a gas plant has been passed. Winnipeg's best asset in its system of public ownership is the great hydro-electric plant at Point Du Bois, a point about 77 miles east of the city, on the Winnipeg River. This plant, as planned, will furnish 60,000 horsepower, and is capable of further development up to 100,000 horse-power. Winnipeg has invested $4,000,000 in this plant and regards the outlay as wise and economical. All this trouble and expense is fully warranted by the industrial conditions in Western Canada.

In the three prairie provinces there are 357,016,778 acres of land. Of this, one-half, or 178,508,839 acres, is good farming land, and of this vast area of fertile and productive soil, only 16,000,000 acres, or less than one-tenth, has been brought under cultivation. This year the estimated crop of wheat alone for the three prairie provinces is 220,000,000 bushels.

The Winnipeg Agency was opened August 1st, 1912. On September 1st I was installed as general agent. The staff now consists of general agent and clerk. The Erie has in this territory, as competitors, the N. Y. Central and Penn. Line, who have been on the ground for some years and are well known to the merchants in general. The country is growing rapidly and no doubt will grow still faster. Consequently the volume of business will increase. These facts will demonstrate that it is necessary for all Erie agents to be on the alert for traffic destined to Western Canada, and see that we get our share.

We are a long way from headquarters, and in order to get the best results it is necessary that all communications be handled with despatch as inquiries usually mean business.

General Agent Syme has jurisdiction over the Erie Railroad Company's freight and passenger traffic in territory as follows: Canada—Province of Ontario, Fort William and West; Provinces of Manitoba and Saskatchewan.

FOUR ERIE ODDITIES.

There's scarcely a thing savoring of ye olden times, that the Erie Railroad cannot produce if the call is made loud enough.

Our old friend and student in the technical school, H. H. Harrington, master mechanic at Susquehanna, has just a few relics of the old Erie in his inside pocket, and he has kindly loaned the following for publication, all having been addressed to the late H. G. Brooks, superintendent of motive power and machinery, who later organized the famous Brooks Locomotive Works at Dunkirk, New York.

Buffalo Shop, June 12, 1867.

H. G. Brooks,
Supt. M. P. & M.
Dear Sir:

H. Clendenning, eng. 22, switching at Buffalo, 14th inst., reports backing up with car behind; the car hit a wagon on Louisiana Street crossing "at Frt. House." Broke the wagon and hurt the man some.

Respectfully yours,
M. E. Brown, M. M.
S.

Dunkirk, June 12, 1867.

H. G. Brooks, Esq.,
Supt. M. P. & M.
Dear Sir:

Engine 266, C. Smeet engineer, on extra 23, yesterday, ran off the track coming out of the side track at Little Valley.

Guard rail gave away and let the engine off at the frog. Got help from R. M. to get engine on. No damage to engine. Train was detained 4½ hours.

Truly Yours,
C. H. Sherman,
E. D.

H'ville Shop, June 15, 1867.

H. G. Brooks, Esq.,
Supt. M. P. & M.
Dear Sir:

Reg. 23 mounted rail this A. M. at Rathboneville and threw 2 cars off track.

Box car 7212; damage $200. Box car 2049; damage $60. Body and trucks of each car broken.

Respectfully Yours,
N. D. Ogden.
M.

Hornellsville, June 17, 1867.

H. G. Brooks, Esq.,
Respected Sir:

If consistent to your views, I would like very much to run that new engine (120), when finished. I asked you for the engine when her boiler first went in the back shop by letter from D. K. to Y. A.

Your Obedient Servant,
D. C. Chapman.

IT WAS EXPLAINED.

"What happened in your flat last night? Have a prize fight?"

"Certainly not."

"But I heard subdued yells. What was pulled off?"

"A porous plaster, if you must know."

WALKING ON THE RAILROAD TRACK IS AN AMERICAN HABIT

THE New York Sunday American, in one of its recent issues, printed an article on the danger of walking on railroad tracks, and it is well worth reading for those who insist on continuing the habit. It states one important fact—that trains cannot always be heard by persons walking on railroad tracks—and that makes the argument, that trespassers should keep off, all the more impressive.

This is the article:

In the first place, "don't walk on the railroad tracks." Advice is generally something we remember only long enough to repeat to some one else. A few rules laid down by expert railroad men regarding walking on railroad tracks should never be forgotten by any one who has occasion to make a foot-path of the steam locomotive's right of way.

The railroad track has been called "the path of death," and not without reason, since figures show that fully two-thirds of the deaths from railroad trains result from people walking on the tracks.

People start out bravely along a railroad track, comfortable in the belief that there is no danger because they can always hear a railroad train. "Surely," they say, "such a tremendous engine and its rumbling train of cars will furnish sufficient warning to enable me to step out of the way of danger long before the great locomotive itself reaches me."

And it does seem as if this was true, but it is not true. For many years experts have been making an investigation into this, and the figures show that most of all these deaths are due to the fact that people actually do not hear the trains approaching, nor do they take one-half the precautions they take in walking along a country highway, while the danger is tenfold greater.

No better example of the dangers of walking on railroad tracks could be given than in the few figures of fatalities of one year. In that one year 6,438 people lost their lives on railroads. And of this number 3,227 were killed by walking on the track. A few of these deaths of persons not employes nor passengers were of tramps walking on the tracks.

Walking on the railroad track is an American habit, and this is solely because Americans are allowed to do so.

In England and Germany and some other countries, no one thinks of walking on the railroad tracks. They would no more do that than they would walk into a man's private garden or bathe in his fountains. Anyone caught walking on the tracks in those countries is promptly arrested and fined heavily for the offense.

Do not believe that a train can always be heard. It cannot. For this reason people are killed. People think they can hear the noise of a train when it is far away. A lot of these people have been struck by locomotives when an instant before they would have taken their oath there was not a train within half a mile of them.

The noise made by a fast railway train is chiefly directed away from the train at the side. Comparatively a small portion of the noise is projected along the track in front of the train. Any other unusual noise at the same time may divert a person's attention from the noise made by an approaching train.

Another reason why trains may come upon a person walking on the track before he realizes their approach is a quality that sound possesses in common with other wave phenomena, although to a less degree, of traveling in straight lines. Thus a fast train approaching a sharp curve on the concave side of which there is high ground and on the convex side a broad plain will give a person on the curve almost no warning of its approach until it swings into view a short distance away.

Walking on a road with two or more tracks is particularly dangerous. A large portion of accidents to trespassers occur on double-track roads where a man in getting out of the way of one train steps onto the other track in front of another train which he has not seen or heard.

Above all, remember it is much better to take a little more time and walk around by the road, rather than to walk on the track and have your friends say (as they attend the services) "I wonder what he was thinking about that occupied his mind to such an extent he couldn't hear the train!"

Every attempt to make others happy, every sin left behind, every temptation trampled under foot, every step forward in the cause of what is good, is a step nearer to heaven.—Dean Stanley.

AN HONORED VETERAN.

On January 11th last the Erie Railroad Company retired Conductor William P. Shultz, of the Cincinnati Division, the reason being that he attained the age of 70 years, and the rules made it compulsory. Conductor Shultz, always having been a disciplinarian, as well as a keen ob-



CONDUCTOR W. P. SHULTZ.

server of the rules as he found them, bowed to the inevitable and went into retirement to spend the remaining years of his life as he may see fit, and enjoy the reward of the labors of a well-spent and honorable career as a railroad man.

It is fair to state that Conductor Shultz is known to as many travelers as any other passenger conductor in the United States. He ran passenger trains on the Erie for 31 years and during that time came in contact with prominent men in all walks of life.

Asked for his biography, Mr. Shultz furnished the following interesting account of his railroad career: On April 20th, 1871, he left the employ of the P., F. W. & C. Railroad with first class references, to accept the position of extra passenger conductor on the old A. & G. W., now Erie Railroad, under Superintendent Philips. While holding this position he ran local freight, excursions and show trains, and at times acted as yardmaster at Galion, Akron and Urbana. In 1881 he was promoted to conduct regular passenger trains, which position he held up to the time of his retirement on January 11th last.

During this long term, Conductor Shultz was absent from trains but seven months; that was in 1887, when he acted as trainmaster under Superintendent Bartlett. It was understood at the time that he could resume his train at any day desirable, and he went back.

A most remarkable and significant fact in connection with Mr. Shultz's long service as a railway conductor is that not a single lawsuit has ever been entered against the company for which he was held responsible.

While it has frequently been necessary for him to violate the rules by stopping trains at stations not on his schedule, Mr. Schultz points with great pride to the fact that not once in his long and honorable career has he ever been called "on the carpet" by his superior officers. He speaks in the highest terms of those under whom he has given his long service, paying special tribute to Former Superintendent C. A. Allen.

Mr. Shultz stated that his 42 years of service on the Erie road has passed very quickly and that he had really enjoyed the work. He is held in the highest esteem, not only by all trainmen, but by the station agents along the line, the officers and many others, all of whom have for years known and respected the retiring veteran.

Mr. Shultz has a brother, James Shultz, who is a veteran engineer on

the Pennsylvania Railroad. He resides at Alliance.

Once more it has become the pleasure of the officers and men of the Erie Railroad, to wish a faithful employe of the Company the full measure of happiness and good fortune, at a time when he is given honorable retirement from the service.

19 "RED SPOT" ENGINES.

The most recent report from the Mechanical Department shows that the Erie Railroad operates nineteen engines, each of which has the name of its engineer lettered on the cab. These engines are members of the "Order of the Red Spot," as well as others that bear no names.

Name.	Engine No.
Samuel William Evans ..... New York Division.	968
Harvey Springstead ..... New York Division.	970
Henry W. Smith ..... Greenwood Lake Division.	793
William Arthur Johnson ..... Northern Railroad Division.	514
Calvin Voorhis ..... N. J. & N. Y. R. R. Division.	824
Wm. S. Carpenter..... Delaware Division.	2512
Michael F. Fritz ..... Delaware Division.	509
J. A. Hammond ..... Susquehanna Division.	2565
B. F. Hebe ..... Tioga Division.	401
W. R. Benedict ..... Buffalo Division.	506
Wm. R. Martin ..... Allegheny Division.	2543
James J. Salley..... Rochester Division.	359
Philip Nixon ..... N. Y. S. & W. R. R. Division.	23
J. F. Bruner ..... Meadville Division.	715
Alex. Larkin ..... Mahoning Division.	2517
W. R. Shade ..... Cincinnati Division.	2547
J. M. Dando ..... Cincinnati Division.	854
John Wonderley ..... Chicago & Erie Division.	2554
Briney O'Connor ..... Chicago & Erie Division	725

MR. SHELDON RESIGNS.

Edward F. Sheldon, baggage agent for the Erie Railroad at Bradford, Pa., has resigned his position and left for Buffalo, where he has accepted a position as city passenger agent for the Wabash Railroad. For two years and a half previous to his appointment as baggage agent at the first of the year, Mr. Sheldon acted as assistant ticket agent for the Erie. James B. Laughlin, a clerk in the Erie freight house, will succeed Mr. Sheldon as baggage agent.

COUNTERPART LADS.

If, in the distant future, I am blest
With twins, who each will grow to be a man;
The two-fold burden I will not protest,
But bear it save as fathers only can.

Indeed, my share of burdens will be slight,
Compared with those which mothers must abide;
Although to pace the floor for half the night
Is scarcely recreation, jokes aside.

One infant on each arm; might I possess
The energetic power of Hercules;
Through these long, dragging hours of drowsiness,
Until their noisy outburst I appease.

Their roguish pranks when older they have grown
Will seem to me, no doubt, as noble deeds,
But will my neighbors approbate my own
Two children's pranks when mischief supercedes?

And if the guilty miscreant, perchance,
Is sought for, to pay penance for his wrong;
How can the untrained sophist, at a glance,
Be sure to whom chastisement does belong?

And when their playtime for the day is o'er,
To bed they go with mother with a shout;
Then father thinks, as oft he's thought before,
What deep regret their loss would bring about.

And after many minutes musing thus,
The mother down the stairs does softly creep;
When father over-loudly topics does discuss
The mother cautions: "Hush! They're fast asleep!"

F. M. Walling, Meadville, Pa.

TRAINMEN WILL DANCE.

Hohokus Lodge, No. 299, Brotherhood of Railroad Trainmen, will told its annual grand ball on Wednesday evening, March 26th, in the Auditorium on Ellison Street, Paterson, and a large attendance is expected. These events are looked forward to with pleasure by the many who attend them, and this year's ball will be as fine as those given in the past by the trainmen. George W. Eisenberger is president and E. R. La Duke chairman of the committee on arrangements. The music will be furnished by Prof. Crockett's Union orchestra. A very enjoyable time is promised for those who attend. It is for the benefit of sick and disabled members of the lodge.

"The man who gets this position as my chauffeur must be able to prove by his record that he is a careful driver," asserted the pompous man.

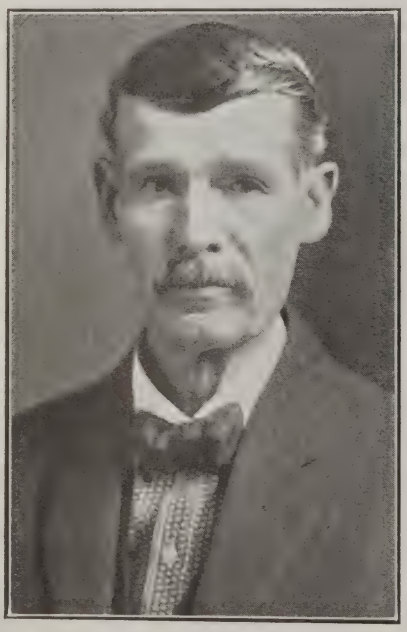
"I can easily meet your requirements," replied the applicant. "Seven coroner's juries have exonerated me of blame in fatal accidents."—Buffalo Express.

PRIZE WINNERS OF MAINTENANCE OF WAY DEPARTMENT.

ANOTHER year has passed and the faithful ones employed in the Maintenance of Way Department have received their money prizes for having the best kept sections of track. This is a competition that embraces good feeling with honest rivalry, and no supervisor or section foreman harbors the envious spirit because another becomes a winner.

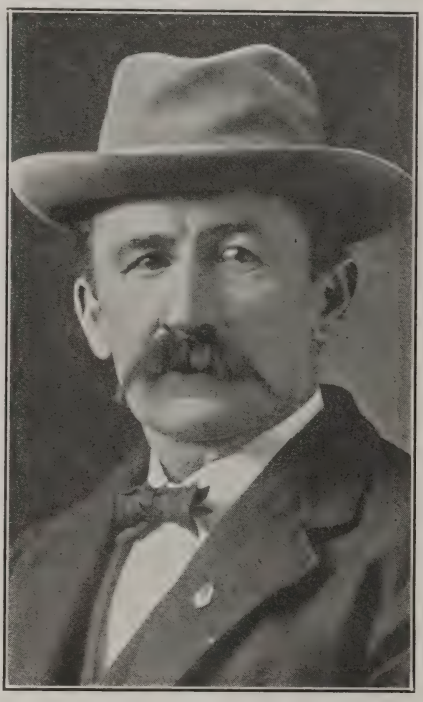
This year it is the privilege of the Magazine to present the achievements of the men who stand in the limelight by reason of their success, as well as to show their pictures.

John Brown, foreman of section 17, Lordville, on the Delaware Division, was the winner of the Grand Prize of $125 for the best maintained section throughout the season and for the greatest improvement shown in the year on the Erie Grand Division, Main Line, 118 foremen, between Jersey City, Salamanca and Buffalo, being in competition on six divisions.



JOHN BROWN.

Mr. Brown is a particularly dependable foreman, a man of the best habits, intensely interested in his work and loyal to the Erie Company, for which he works. His winning of the Grand Prize was due to the thorough, conscientious manner in which he attended to his duties as foreman throughout the season, accomplishing what other foremen failed to do by the painstaking care with which he did his work, without increased force, keeping in mind always due regard for economy, the expense on his section being next to the lowest on the Delaware Division.



GEORGE MECKLE.

He was born in Providence, R. I., June 22d, 1857, of Irish parents, with whom he came to Hancock, N. Y., when an infant. Commenced railroading at Hales Eddy, N. Y., as water boy at the age of 13 under M. Taffany, foreman. Served in train service about four years and later was engaged as switchman at Depew, N. Y., from which he came to the Delaware Division and worked as brakeman for four years. He left the Erie service and for three years worked as brakeman on the P. & R. Next he came to the N. Y., S. & W. and was a trainman for two years. Returning to the Erie in 1877, he became a trackman at Roods Creek, N. Y., and remained in the service until 1900, when he was promoted to track fore-

man at Deposit. He was transferred to Lordville in June, 1910, and won the Grand Erie Division Prize.

George Meckle, foreman of Section 8, Tusten, Pa., was awarded first prize, $100, for Delaware Division, and won it on his merits. He directed extra gangs ballasting and rail laying on a little more than two miles of bad track on his section himself, as well as working over the balance with his regular gang, effecting the greatest improvement after Foreman Brown, who won the Grand Prize.



M. McNEARNEY.

Foreman Meckle lives at Tusten and is a very capable, industrious foreman. His services as foreman have been shorter than a great many others, but that he does his work thoroughly is evidenced by the record he has made in earning the first Division Prize for the season's work.

He was born in Germany in 1870 and came to this country when 12 years old. He commenced work for the Erie 25 years ago as track laborer and in this position remained until 1909, at which time he was promoted to foreman. His good fortune in winning first prize gives his many friends pleasure, for he is a generally liked man.

M. McNearney is foreman of Section 10, Hancock, N. Y., and was awarded second division prize, $50, for the second best maintenance. He ranks as one of the oldest and best foremen on the Delaware Division, has a very difficult section and is entitled to great credit for the excellent manner in which he maintains it. Mr. McNearney has been in charge of extra gangs ballasting and rail laying for many years and has earned the respect of everyone by the excellent and thorough manner in which he does his work.

Foreman McNearney was born at Lanesboro, Pa., August 16th, 1871, and went to work for the Erie Railroad as trackman at that point on March 15th, 1887. He was promoted to foreman in 1897 and was sent to Hancock. N. Y., to take charge of section and has been employed there continuously, except when he had charge of extra ballast gangs, etc., summers.

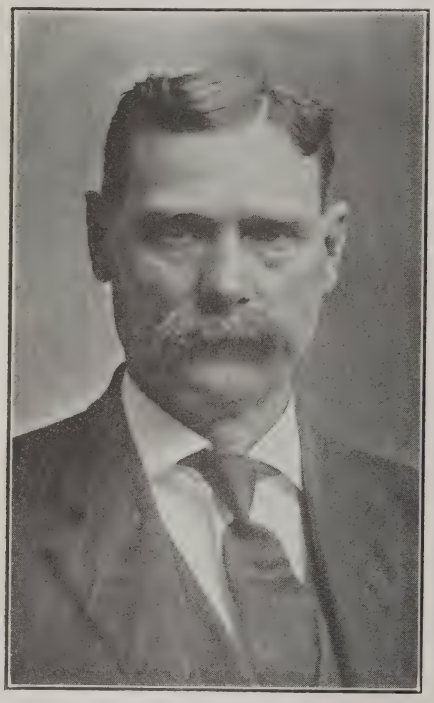


WILLIAM DAVENPORT.

The showing made by all foremen in this territory was very creditable, and the margin by which the winners

were awarded the prizes was very close.

All the foremen in this territory are entitled to great credit for the improvement they have shown in track conditions for the past several years. The total number of ⅜-in. low joints on Delaware Division, as registered



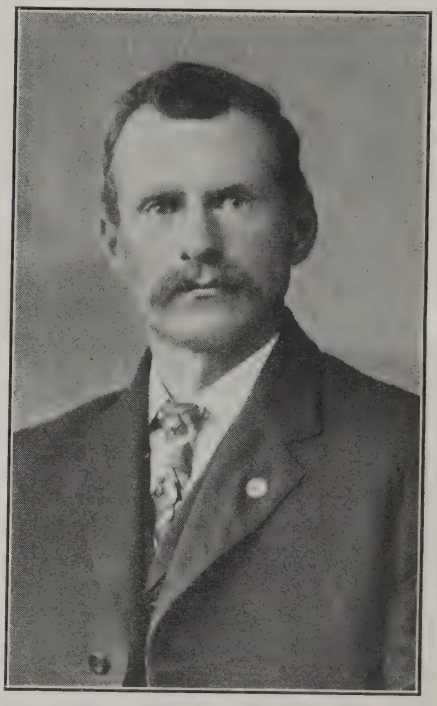
THOMAS BEAM.

by track inspection car in 1908, having been 8465, of which 223 were ⅝ in. low, whereas the total registered by the car in October, 1912, was 488 only, and only seven ⅝ in. low.

The New York, Susquehanna & Western Division has three good men on its roster—that is to say, three men who have, by their own energy, won money prizes for efficient service along the right of way.

Thomas Beam, supervisor, winner of first prize, $100, for best subdivision, was born at German Valley, N. J., December 25th, 1856, and came as a Christmas present to his parents—the most cherished they received on that day of days. He is a farmer's son.

On November 6th, 1879, he entered the service of the Central Railroad of New Jersey as a track laborer, and served in that capacity for three years, when he was promoted to the position of section foreman at Lake Hopatcong; he held this position for nine months, when the Philadelphia & Reading Railroad Company acquired the Central R. R. of N. J., when he was promoted to the position of road foreman, with headquarters at Dover, N. J., and held this position for one year, when the Central R. R. of New Jersey again resumed control. He again resumed the position of section foreman at German Valley, N. J., and continued in the service of that Company until August 12th, 1899, when he resigned and went South, taking a position as extra gang foreman on the Georgia Northern Railroad Company, and one month later was appointed track supervisor, with headquarters at Pidcock, Ga. He held this position about three months, when he resigned



HENRY H. DIETRICK.

to accept a more lucrative position with the Southern Railway Co., as track supervisor, with headquarters at Knoxville, Tenn. His territory extended from Knoxville to Morristown, Tenn., and from Knoxville to Cumberland Gap, Va. He held this

position until Feb. 28th, 1905, when he resigned and entered the service of the Erie Railroad Company March 1st, 1905, as supervisor at Jersey City Terminal, and remained there until April 1st, 1909, when he was transferred to the Wilkes-Barre & Eastern Division as supervisor, with headquarters at Stroudsburg, Pa.

Mr. Beam is the proud father of thirteen children, nine of whom are living. The prize being received on Christmas evening came not alone as a Christmas present, but also as a birthday present.

William Davenport, foreman Section 12, winner of first prize section, entered the service of the N. Y., S. & W. R. R. as trackman on Section 12, Butler, N. J., April 1st, 1898, under Section Foreman Ira Kimble; on February 20th, 1900, was promoted to section foreman at Oakland, N. J., under Road Master Smith, and September 1st, 1904, was transferred to the Butler Section, No. 12, as section foreman, and is still there.

You can see from the accompanying picture that Mr. Davenport is well pleased with the prize of $100, which was awarded him.

Henry Huldrick Dietrick, foreman, section 38, winner of 2d prize, $50, was born in Switzerland, August 15, 1880. He came to this country in April, 1886, and was educated in public schools of Scranton, Pa., and Wood's Business College.

Commenced railroad work as truckman on Section 37, at Clifton, Pa., under Chas. Klinkle, foreman, Nov. 26th, 1899; on Sept. 14th, 1905, was promoted to assistant foreman, extra gang, laying steel under Mr. Thos. Corcoran, foreman, returning to Section 37 as trackman, when laying of steel was completed for the season. July 17th, 1906, was promoted to foreman, Section 22, Sparta, N. J., and was transferred to his present section, No. 38, at Ash Gap, Pa., as section foreman, Sept. 17th, 1906.

THE COMSTOCK LODE.

"You've struck it, boys!" Thus said Henry Paige Comstock to Peter O'Riley and Patrick McLaughlin, who were his fellow prospectors in a search for gold in Six Mile Canyon, near the present Virginia City, then capital of Nevada. The date was June 10, 1859. In that remote spot in the American wilderness by these three obscure men was made on that day a discovery destined to affect the current of American politics for a score of years and to have for long a disturbing influence on the world's finances.

The thing which was "struck" on that June day of 1859 was the vein covering what came to be known as the Comstock lode, in which were hidden the richest deposits of silver ever found anywhere on the globe. Their development years afterward simultaneously with that of the silver mines of Colorado started the downward flood in the price of silver which broke the old ratio between the money metals, changed the monetary system of the leading nations from the double to the single gold standard, incited the movement, beginning in 1877 under the leadership of Richard P. Bland, for the reopening of the mints to silver on the same terms as to gold, led hence to the passing of the Bland-Allison limited silver coinage law of 1878 and to that of the Sherman silver bullion deposit act of 1890, and was the issue which split the two great parties and made havoc among the smaller ones in 1896, resulting in the act of 1900, which gave statutory recognition to the gold standard in the United States.

THE ERIE ENGINEER TO HIS ENGINE.

Put forth your strength, my gallant steed,
With limbs that never tire;
The best of oil is on your joints,
The best coal in your fire.
So up the road our train will flee,
From dear old Jersey City;
I'm sure we'll beat the brisk west wind,
It not 'twill be a pity.

Like a streak of fire the wired poles,
We see go whooping by;
While one by one the milestones run,
As o'er the rails we fly.
It fires my blood, which nearly boils,
To note your lightning speed;
No Arab horse could stand the pace,
2-5-0-9's my steed.

Jersey City's now far behind,
And evening shades appear;
The brown hills rise before my eyes,
My true love's home is near.
I see her now, as she stands there,
Beside her cottage door;
She listens to the whistle's shriek,
Likewise the blast pipe's roar.

My blessings on George Stephenson,
His name'll forever last;
He was the man who found a plan,
To make us run so fast.
He was a man we love to praise,
Who showed no guile or fear;
The thought of him now makes me proud,
That I'm an engineer.

P. F.

If music hath charms to soothe the savage breast, why not send the organ grinders out as missionaries?

"DON'TS" THAT SHOULD BE REMEMBERED.

MR. P. K. SULLIVAN, Road Foreman of Engines, Mahoning Division, recently submitted to the Safety Committee of his division, the following "DON'TS", in the hope that someone would read and find profit in them.

Don't stand in the middle of the track for the purpose of boarding an engine. You may miss the step and be maimed for life, if not killed.

Don't overflow engine tenders while taking water; especially so in cold and and frosty weather, as it forms ice on the platforms and steps and endangers the lives of our men.

Don't start the injectors while engine is at a station as this forms ice on the platform.

Don't allow engines to pop while at stations as it has a tendency to scare women; also horses.

Don't make rough stops with passenger trains, as you are liable to knock passengers down who are standing in the aisles. You are selected by your seniority for this position and it depends on your good or poor judgment as to whether the public wants to patronize the road that employs you. The patrons pay for No. 1 service; give it to them.

Smooth starting of your train is just as important as smooth stops. It shows the good or poor qualifications of the engineer.

After making a stop at station, don't start without signal from conductor or brakeman, as the passengers are getting on and off. You are liable to cause injury.

Don't fail to shove water crane back into place after using same.

When running extra, sound whistle when approaching curves. This to warn track men.

Don't start engine without first ringing the bell. When two or more engines are on the same or adjacent tracks, be sure that signals given are for you before acting.

Don't try to open knuckles as cars are coming together.

Don't go under your train without your engineer knowing where you are.

When out flagging don't stand near a gang of men at work on track. The engineer not able to see the track beyond the men, may mistake the signal and make a violent application of air.

Don't place torpedoes near where track men are working, if it can be avoided, and when necessary to do so, you should notify the men.

When necessary to go back flagging, remember the lives of many are depending upon you. Be sure you go back far enough.

Report all defects in equipment, then if accident should happen it won't be your fault.

Don't, when approaching a switch to head in, climb out over the running board; go out the gang way.

After making an unexpected stop be sure to whistle out your flag.

Don't be stingy about blowing whistle or ringing the bell; they are there for that purpose. But don't do so while running through cities or towns.

Take the signals given you by the men on the ground, they can see better than you can when looking from cab.

Don't set jack on inside of rail when raising track, set it on outside of rail; engines have been ditched this way.

When operating hand car round curves, stop and listen for trains. They are liable to run at any time in either direction.

See that material is kept a safe distance from track, that men may not be liable to be struck while riding on side of cars.

Draw bars, springs, brake shoes, coal and rails, should be picked up in yards where train men are liable to stumble over them, don't allow them to remain.

Do the best you can to keep clear of trains; but if you are about to be caught don't risk your life trying to save a hand car, often some one is killed or injured in this way.

Don't ring engine bell while standing beside a passenger train, particularly at night, as it disturbs passengers.

Don't handle passenger cars roughly; it disturbs passengers and is a reflection on the men and management. Remember passengers are asleep at night.

Don't whistle, sing or talk loudly, while around passenger trains, particularly at night. How would you like to have someone stand around your house and throw stones at it, or make these noises.

It is a mistake to suppose that the man who is well reared always stays in the rear.

EFFICIENT TRANSPORTATION SERVICE.

UNDER the above caption these "suggestions for properly conducting a ticket office," by F. B. Vogel, Sr., have been copyrighted for the "International Railway Journal," and are reprinted by special permission of that publication.

Necessarily the suggestions here offered will be but few of the many that might be summarized in conducting ticket offices, especially those incident to such offices in large cities, and which would in some respects be inapplicable to offices in smaller cities and to those in offices of less size and activity. To offer a few suggestions likely to prove of interest, and possibly of profit by way of precept, even if not appearing in scientific sequence, is all that will be attempted. These suggestions are the gleanings from the experience of the ticketing force in the multifarious activities of their duties.

When it is considered that transportation, among the leading necessities of life, is preceded by only two others, agriculture and manufacture, its importance may be realized; and that it must necessarily be conducted with the as simple and efficacious as possible, by human agents of experience and of willingness to their utmost capacity to know, to learn and to exercise all that is best, most approved and sermost enlightened systems, by methods viceable, and to be alert in devising and discovering and putting into practice means for improving the service. The railway has now for more than a half century been the most vitally important means of the transportation of goods and persons and of the transmission of ideas. Destiny of population, industrial activity, and per capita wealth are the fundamental forces in passenger traffic. The volume of this varies, of course, with the various sections. ("Railway Transportation," by Charles Lee Raper, pages 5, 186.) The passenger traffic manager needs, and, what is more, must constantly have, the faithful and loyal assistance of all persons in the department's employment; they, in turn, must gain and retain his confidence and respect. They, within the orbit of their respective duties and achievements, are the connecting link—the intermediaries, the middleman—between the management and the traveling public.

To be successful Ticket Agents at terminal and competitive points requires qualifications of the highest order, theoretically and practically. This may seem to be stating the proposition too broadly and too greatly, but reflection will warrant and sustain its propriety. There is necessity for use of men of wide experience in railroad work and travel in large systems of transportation.

According to "The Flying Horse," by Henry Firth, pages 126, 127, to Thomas Edmondson, a London booking clerk and member of the Society of Friends, is the railway world indebted for the present pasteboard ticket. He invented the ticket machines in 1840. In his dav (he died in 1852), the tickets were distributed over a counter by clerks, who stamped them, and passed the passenger on to the policeman, who indicated the "coach" and the seat to which the traveler was entitled in the train. Prior to the use of the pasteboard tickets, clerks in the railway booking offices abroad, wrote out the tickets, giving thereon the passenger's name and his place of departure and of destination; subsequently travelers were handed and required to deliver brass discs. The latter mode of identification resembling, perhaps, the brass checks in use in America on passengers' baggage.

Some of the essential particulars of properly conducted (therefore successful) ticket offices, are that they should have neat and orderly appearance, be places where business is transacted with dispatch, efficacy and satisfaction, alike to the patrons and to inquiring visitors as well as to the management. Order (a place for every needed thing, and everything in its place) must be the reigning rule, the unbreakable, the ever-observed law. "Order is the sanity of the mind, the health of the body. As the beams to a house, as the bones to the body, as is order to all things." The tariffs, rate sheets, circulars, bulletins and all other mediums of pertinent information, should always be readily available for reference, stamps and punches placed for instantaneous use, and the place of everything else known, and the needed thing be in proper condition. A retentive memory of useful information and the subject of inquiry is of vital importance and utility; next to and in aid of it; the faculty of readily finding the subject—matter of search. The handling of coupon tick-

ets where used should be facilitated by the making up, in spare moments, of imaginary tickets. The giving of correct information in all that pertains to the requirements of the office, such as departure and arrival of trains, connections, sleeping and dining accommodations, and often even the names, rates and general character of service of hotels and restaurant facilities at terminal points and stop-overs en route. Neatness in personal appearance of Agents, and, above all, politeness, courtesy and patience toward all patrons and inquirers are of essential importance and vitally to the management, to the public, and to the Agents themselves.

The maintaining of the stock of required tickets, the elimination therefrom of all useless and superseded tickets, and the having on hand of all up-to-date means of needed information, such as points of interest along the line of travel, and all other office matters are just as necessary as the making of required daily, weekly or monthly reports to the general offices. Matters, seemingly of trivial vitality or utility, in spite even of careful precaution, may happen to sour the temper of a patron and cause him to feel inclined to evade further service from the line whereon he has suffered or been disappointed. For instance, such a patron will remember a poor meal, an inadequate connection, or some other matter even of trivial disappointment, longer and more retentatively than all the scenery and all the other sources of enjoyment on his entire journey. Everlastingly seek to satisfy every patron and every inquirer for information, even an exacting and unreasonable one. It can be done, if tact is possessed and exercised. Be sure that what you tell him is not only correct and true, but also is fully comprehended and understood by him; a few civilly, diplomatically asked questions will reveal whether or not he does. Make him feel that he is not causing any more than the usual and customary attention and explanations; that it gives pleasure to answer his questions and otherwise be of service to him. It is a great and enduring asset in favor of the management that the Agent in all respects on each occasion, should so act as to give the impression that he is personally interested in the passenger's trip and inquiries, and just as if he intended to accompany the patron on his journey. There are many ways of indicating such interest, which will readily occur to any competent Agent.

Obedience to and ready and cheerful acquiescence with all rules and regulations established for the conduct of the office, will signify the Agent's loyalty as well as his wisdom. "One very common error misleads the opinion of mankind, that authority is pleasant, and submission painful. In the general course of human affairs and the very reverse of this is nearer to the truth. Command is anxiety; obdience is ease." Agents should abstain from criticising superiors and fellow-employes as well as others in the company's service. To indulge in such criticism within the hearing of the traveling public, does injustice to the management and also has a detrimental tendency to the welfare and usefulness of the Agents themselves. Tactful Agents will abstain from adversely criticising competing lines in any manner; but, to the contrary, confine their efforts alone to the desirability of the service and facilities afforded by the activities and policies of their own lines.

Every Ticket Agent, even at small stations, is an indispensably essential factor of a great railroad; and his inefficiency is a decided drawback to its welfare. The ticket office, from the largest in the great cities to the smallest at less important stations, is the best medium by which the merits of the service can be made known and advertised, and its success depends largely, if not chiefly, on the ability, the willingness and the loyalty of every individual connected therewith performing to the utmost his duties. To the traveling public, the Agent is the company; if his service is satisfactory, the company is benefited; if his conduct is unsatisfactory, the company is considered to be to blame. Ticket Agents are often subjected to many seemingly useless questions,—many trivial and even senseless. In the questioner's anxiety to understand and travel aright, the Agent's patience may be sorely tried. Often the intended journey is a great event in the questioner's existence. What should interest the Agent is the contemplative traveler's desire to buy a ticket, and that he is entitled to the Agent's best service, his interested attention; and the ticket should be sold in such a manner as to cause the patron, when again in need of similar service, to come to the same line. A satisfied patron is the company's best traffic friend, whose loyalty is sig-

nified by continued patronage, and in commending its service and facilities to his relations, friends and others. Special attention should be accorded aged and infirm passengers, also foreigners as well as children traveling alone, and to timid and sensitive patrons and inquiring visitors. Promptness in attending to the wants and inquiries of the traveling public, is a salient feature in the transaction of office duties, and which will yield fruitful passenger traffic returns. Bulletin board announcements of the arrival and departure of trains, where necessary, will save many questions regarding such matters and economize time and attention for the performance of other duties.

In conclusion, it behooves the Agent, whether his station is large or small, his duties arduous or otherwise, to be courteous, energetic and industrious, and to the utmost to yield what is *best* in him and constantly to strive better to fit himself for the performance of duties so vitally important in the great activities of transportation, and all that pertains to it.

REEDERS AND ITS AGENT.

B. J. Smiley, the subject of this sketch, was born at Spragueville, Pa., April 9, 1880, and received his early education in the old country school, where the "hickory" was the rod of



REEDERS ON THE W. B. & E.

correction; later he entered the Public School at East Stroudsburg, Pa., and after completing this course took a thorough and practical course at the State Normal at the same place.

Having two brothers engaged in railroad work, "Ben" at an early age took up the study of telegraphy at home and later, by permission from Supt. Gilpin, entered the freight office at Stroudsburg, Pa., to complete telegraphy and station work.

Following is his railroad record: Dec., 1900, until Nov. 1, 1902, extra opr. and clerk; Nov. 1, 1902, until Nov. 30, 1902, extra agent at Scheutzen Park, N. J.; Nov. 30, 1902, until Dec. 17, 1902, extra agent and operator at Pompton Lakes, N. J.; Dec. 18, 1902, to date, agent at Reeders, Pa.

Mr. Smiley has worked under seven superintendents and is handling one of the busiest stations on the Wilkes-Barre & Eastern Division. From this point are made the heavy shipments of ice, the large ice houses of Mountain Spring and Trout Lake Ice Companies being located here, each, separately, having a total tonnage capacity of eighty thousand tons.

MR. McCLOUD'S LECTURE.

A very interesting lecture was delivered at the meeting of the Railroad Men's Improvement Society, held at 143 Liberty Street, on Thursday, February 27th, by Charles McCloud, chief clerk in comptroller's office of the Erie Railroad Company, on the subject, "The General Books of the Erie Railroad Company." Mr. McCloud went into details of classification of accounts, and explained the various fine lines drawn by the Interstate Commerce Commission. The lecture was thoroughly enjoyed by all the members.

The Entertainment Committee reported that all preparations had been made for the annual banquet, and prominent speakers were scheduled for the evening. A full account of the banquet will appear in the next issue of the Magazine.

HE IS HONEST, ANYWAY.

Superintendent Eckels of the Wyoming Division recently received five dollars from a delinquent who had stolen wire from the company, and who has, apparently, since the theft was committed, resolved to become an honest man. The money was duly forwarded to the treasurer of the Erie Railroad Company.

Following is a facsimile of the letter:

Scranton, Pa.
Feb. 18, 1913.

Dear Sir

Find enclosed Five Dollers for which i wesh you would d plase in the right deportmont Some time agow I my self tuck from your R.R. Som Wire Which i know i am paying mor than it is worth.

Yours truly.

From a man how wants to doo wat i is right.

THE STOVE COMMITTEE

APPOINTMENTS.

Executive Department.

Samuel C. Stickney, assistant to the president, with office at 50 Church Street, New York.

Mr. Howell H. Althouse, chief engineer, having resigned to take service elsewhere, the duties of that office will, until further notice, devolve upon Mr. Robert C. Falconer, superintendent of construction.

Mechanical Department.

Buffalo.

J. Lang, engineer on the Buffalo Division, road foreman of engines, vice Wm. Leid, promoted to supervisor of locomotive operation.

Susquehanna.

E. J. Hile, engine dispatcher, vice Jas. H. Fordyce, transferred to engine preparer.

E. M. Madden, transferred from machinist helper to foreman laborers, vice J. E. Kelly, resigned.

J. I. Haller, transferred from machinist to fitting shop foreman, vice James Burrell, transferred.

D. J. Sullivan, transferred from practical instructor of apprentices to machine shop foreman, vice L. C. Emery, transferred.

James Burrell transferred from fitting shop foreman to clerk.

Huntington.

Herman Finley, night engine dispatcher, vice Wm. H. Flynn, transferred.

Jersey City.

J. E. Ingling, locomotive engineer, N. Y. Division, promoted to road foreman of engines.

M. E. Mackerly, chief engine despatcher, promoted to road foreman of engines, vice J. A. Cooper, transferred.

Hornell.

J. F. Fitzsimmons, foreman boilermaker, vice Jas. McNeil.

F. J. Stull, assistant foreman boilermaker, vice Robt. McKenzie.

New York Division.

Mr. S. Messerer, watch inspector at Caldwell, N. J.

Rochester Division.

J. S. Netth, acting agent for the Bath & Hammondsport Railroad Company and the Lake Keuka Navigation Company at Hammondsport, N. Y., vice E. O. Tiffany, transferred.

Mr. A. D. Clemons, agent at Rheims, N. Y., vice E. E. Morse, resigned to accept other service.

Mahoning Division.

The position of trainmaster at Cleveland is abolished. Territory of trainmaster at Youngstown will extend to cover the entire division.

Meadville Division.

J. H. Allen, general yard master, Meadville, Pa., vice T. H. Lahey, assigned to other duties.

General Freight Department.

Mr. R. R. Beegle, assistant milk freight agent, with office in passenger station, Buffalo, N. Y.

ODDITIES ABOUT ALPHABETS.

When the Portuguese first explored Brazil they made great fun of the natives of that country because they had in their alphabet no f, r or l—a people, the invaders declared, without fe, ley or rey—without faith, law or king. The Mohawks, again, have no labials and vowed it was absurd when the missionaries tried to teach them to pronounce p and b, "for who," said they, "can speak with his mouth shut?"—Blackwood's Magazine.

WHAT A HUSBAND REPLIED.

Among the bargains to be found these days are woman's hats, and a fashionable young Philadelphia wife, who has all the hats she can wear, could not resist the temptation to add "just one more" to the collection. When she reached home, she produced it for hubby's admiration.

"Howard, it's a poem!" she said.

"Yes, but it doesn't rhyme well with my pocketbook at this time," he commented.

THE ERIE ROLL OF HONOR

J. H. Hopper, Engineer,
New York Division.

James Readdy, Operator,
New York Division.

H. R. Allen, Brakeman,
New York Division.

F. A. Lipsett, Brakeman,
New York Division.

John Gibbons, Conductor,
Delaware Division.

M. J. Hartigan, Special Officer,
Susquehanna Division.

W. L. Kelly, Section Foreman,
Susquehanna Division.

E. J. Callahan, Yard Clerk,
Susquehanna Division.

S. L. Jackson, Operator,
Susquehanna Division.

J O'Donnell, Leverman,
Susquehanna Division.

F. A. Thompson, Genl. Yardmaster,
Susquehanna Division.

C. Greiner, Brakeman,
Buffalo Division.

J. R. Elliott, Towerman,
Meadville Division.

Eddie Amburg, Switchtender,
Cincinnati Division.

George W. Fuller, Brakeman,
N. Y. S. & W. Division.

James A. Anderson, Brakeman,
N. Y. S. & W. Division.

W. T. Wilkinson, Operator,
N. Y., S. & W. Division.

P. S. Pulis, Station Agent,
N. Y., S. & W. Division.

On a recent date when engineer J. H. Hopper, New York Division, reported for work at Waldwick, N. J., he found engine 473 with engine truck cellar missing, and promptly made a wooden device and placed it where cellar belonged, packed it and brought train to Jersey City on time. In appreciation of this efficient service, Superintendent Dickson has awarded him a credit mark.

Due to close observation of passing trains on part of James Readdy, operator at Ramsey, N. J., he noticed brake beam dragging under car L. S. & M. S. 33376 in extra 3056 east as it was passing station, and took prompt action to have train stopped and defect remedied, before a serious occurrence took place. For his interest in the Company's welfare, Superintendent Dickson has awarded him a credit mark.

One night early in February, yard brakemen H. R. Allen and F. A. Lippsett, discovered fire in coach 1693 lying in Jersey City Yard, and promptly procured fire extinguisher and put out the flames, thereby avoiding considerable damage to car. For this interest in the Company's welfare, each of these men has been awarded a credit mark.

As westbound train extra 1537 was passing Shohola on the Delaware Division, conductor John Gibbons discovered a refrigerator car door open on south side, while performing duty as flagman of train 80, and took prompt action in reporting it, when train was stopped at next tower and door closed, which prevented the possibility of accident. For this good service Superintendent Baldwin has awarded him a credit mark.

On a recent occasion when extra 1664 was passing Corning on the Susquehanna Division, special officer M. J. Hartigan noticed that Erie car 104678 was off center, and directed operator at "A. Q." tower to stop train, which was done. Superintendent English has advised Erie Police Department, and a credit mark has been awarded officer Hartigan.

A credit mark has been awarded W. L. Kelly, section foreman, Susquehanna Division, for efficient service rendered. As New York Central extra 2202 was about two miles east of Lambs Creek, Kelly noticed a brake-beam down on N. Y. C. car 71795, loaded with coal, and gave signal to stop, which was done and the defective beam removed, which probably prevented an accident.

A credit mark has been awarded E. J. Callahan, yard clerk at Corning, N. Y., Susquehanna Division. He discovered fire in caboose 04082, lying in yard, and took prompt action to have same extinguished before great damage was done.

By close observation to passing trains, S. L. Jackson, operator at Cameron, N. Y., on the Susquehanna Division, discovered a car with broken truck in 2nd 78, and had agent at Cameron Mills flag train, where cars were inspected and defective one set out for repairs. For this service, which probably prevented an accident, Jackson has been awarded a credit mark.

On a recent date, while train 81 was passing S. B. & N. Y. Tower, Binghamton, N. Y., on the Susquehanna Division, leverman J. O'Donnell discovered a brakebeam down on Erie car 78437, and took prompt action to report same and have defective car switched out at Binghamton. For this interest Superintendent English has awarded him a credit mark.

A credit mark has been awarded F. A. Thompson, general yardmaster at Elmira, N. Y., on the Susquehanna Division, for good service rendered. As train 87 was pulling out of yard he discovered a brakebeam down on G. T. P. car 340124, and took prompt action and have defective car taken care of.

While C. Greiner was doing duty on train 145 on the Buffalo Division, he discovered a fire blazing in Erie car 109843, empty, which was lying in east end of new yard at Tonawanda, N. Y. He immediately notified his conductor, who with train crew extinguished the blaze. For this interest in the Company's welfare Superintendent Robbins awarded Greiner a credit mark, and wrote him a letter commending him.

J. R. Elliott, who is first trick man at "K. X." tower on the Meadville Division, has been awarded a credit mark by Superintendent Ferguson for loyal service rendered. Mr. Elliott resides at Brady's Lake and goes to work on a "Speeder." On a recent occasion while on his way to work he discovered a large piece of flange broken out of a wheel on car in a westbound train. He wired to Meadville office stating where the piece lay. An inspection of train was made at Kent and the broken wheel was discovered on a car that had gone into Kent on extra 3070 on the evening previous.

Eddie Amburg, switchtender on the Cincinnati Division, has been awarded a credit mark by Superintendent Woodruff for efficient service rendered. As C. & E. No. 3 was passing Kenton, Ohio, he saw something dragging under train and promptly reported same, when it was found that the object dragging was a safety brake beam hanger.

While acting as brakeman on way freight at North Paterson on the N. Y. S. & W. Division, George W. Fuller discovered broken truss rod on coach 129, and promptly reported same in time to make necessary repairs. Acting Superintendent Shafer has awarded Fuller a credit mark.

James A. Anderson, brakeman on the N. Y. S. & W. Division, was working on train 134 on a recent occasion at Beaver Lake, when he discovered a broken wheel under Erie car 26572, and promptly reported it in time to have necessary repairs made. Acting Superintendent Shafer has awarded him a credit mark.

W. T. Wilkinson, operator at Little Ferry Junction on the New York, Susquehanna & Western Division, discovered brake rigging down on N. Y. Central car 111562, in train extra 1843. He stopped train and the defect was remedied. For his vigilance in this connection, Wilkinson has been given a credit mark.

A bent axle was discovered on Erie car 48885 in train extra 95, at Wyckoff, N. J., on the New York, Susquehanna & Western, by P. S. Pulis, agent, who reported same in time to prevent an accident. A credit mark has been awarded him.

NEW ERIE TIME-TABLE.

The Company is now issuing for public reference, a neat little time-table, showing the operation of passenger trains between New York and Newburgh, N. Y. It is printed in blue and white, and, in addition to giving the full schedule, gives the parlor car service by train numbers east and westbound. The table covers both the Short Cut and Newburgh Branch, and has proved a winner.

Cheerfulness is a small virtue, it is true, but it sheds such a brightness around us in this life that neither dark clouds nor rain can dispel its happy influence.

INDIVIDUAL RESPONSIBILITY.

By George Freed, Train Baggage Agent, Chicago Division, Erie R. R.

I TAKE pleasure in submitting a few lines for the readers of our much esteemed magazine, relative to the subject of individual responsibility, or the railroad man's duty to the company, as well as to his fellow men.

The Erie Railroad System has taken a very important initiative in appointing a committee to look after the safety of its employes. The officials have acted wisely, and are deserving of commendation by every employe, as well as from the public, in general, for the action taken to avoid accidents. Now, it is up to we employes to reciprocate the measures taken and co-operate with the officials in trying to reduce the number of accidents to a minimum.

You will agree with me, I am sure, that the greater number of railroad accidents are due, primarily, to gross negligence; in other words, trainmen get careless in the performance of their duties. There are those who probably imagine that they are being over-worked, while others become negligent in their work on account of "working for a rich corporation that can easily afford to stand for small losses."

Every employe of a railroad, as well as in any other vocation, owes a duty to his employer is doing the very best he can in the performance of his duties. Probably in no other vocation is individual effort so necessary as it is in railroad work. A careless man on a railroad is not only dangerous to himself, but to all those with whom he comes in contact. We read every day in the newspapers, of railroad wrecks, where men, women and children have their lives crushed out, others being maimed for life, and the result is an endless chain of misery for the sorrowing friends, as well as those who depended upon them for support.

It is essential that we concentrate our minds upon our work, from the time we start on our trip, till we shall have reached our destination. It does not matter what position we occupy on the train, it is our duty to work in each other's interests in trying to get trains over the road on schedule time: every man should be willing to do an honest day's work, and make it his personal pride and duty to see that nothing is left undone that might cause injury to others. The old addage, "an ounce of prevention is worth a pound of cure," applies to railroad men probably more than to any other class of men. Constant vigilance saves one the embarrassment of severe discipline. A "short" flag, that results in loss of life, may cost the loss of a job; but the loss of the job can never bring back the smile to the faces of the bereaved who are left behind to mourn their loss.

What awful remorse it must be to a railroad man who has left a switch



GEORGE FREED.

open, or has neglected to perform his duties, thereby causing a wreck in which human lives have been the toll.

Pride in our work teaches us responsibility, and when the individual recognizes this responsibility, he not only meets with the commendation of his employer, but the public as well. Carelessness on part of an individual casts reflection not only on himself, but the company as well. It should be our paramount duty to try and make the railroad on

which we are employed, the pathway of safest travel, with the politest service possible; this means satisfactory service to the public, and spells financial success for the railroad company.

Let us bear in mind that loss of property and damages paid for loss of life, reduce the net earnings of our employers; that money paid out in this manner rightfully belongs on the balance sheet of the earning power.

The following suggestions might be helpful to us: when switching cars, do not leave cars barely in the clear, but see that they are back of the clearing-post. When passing trains on double track, observe carefully if there are any protruding obstructions from the train: brake-beams dragging, or brakes sticking. Take your time to inspect a switch after closing it; be careful to see that it is properly locked. If standing close to a grade crossing and someone carelessly starts to walk or drive across in front of a moving train, warn them of the danger. The crossing bell may be ringing, but one word of human caution may be the means of saving lives. Do not allow brake riggings or drawbars, that you have been compelled to remove, remain too close to the track; think of the trainman who at night time may jump from his train and be thrown under the cruel wheels, that have no mercy for human life. To sum it all up in a few words—remember that "eternal vigilance is the price of safety."

When we, as railroad men, take a firm stand for first-class service and safety, we have imbibed all those elements of personal interest that not alone marks a higher standard and prestige for the company we represent, but for those higher and nobler motives of helping ourselves and mankind. Let us be sober, honest and honorable men, self-conscious of our responsibilities; then, and not till then, shall we have put into practice the greatest of all rules—The Golden Rule—"Do unto others, as you would they should do unto you." Then we shall accomplish service that law, officials, bulletins and discipline have failed to do. Will we do it?

ERIE BOWLING TEAM WINS.

On February 18th the Erie and Lackawanna bowling teams of Paterson, N. J., met to determine the supremacy, and it fell to the lot of the Erie men to have carried off the honors.

The Erie team was composed of H. J. Kerr and James R. Vitell, two clever bowlers from the east side; James M. Dunn, the pride of the Entre Nous Club; Leo L. Graf, who gets them when we need them, and Walter Blank, a first class bowler from Rutherford, N. J.

The Lackawanna team represented the Paterson office. The Erie boys having won the honors, are now ready to tackle any team on the road, first come, first served. Those willing may address James R. Vitell, Erie Railroad freight house, Paterson, N. J.

Following is the score:

Lackawanna.			
Secord	148	167	150
Ward.	150	142	188
Earley	122	131	128
Slater	105	165	183
Cullington . . .	178	167	189
	703	772	838
Erie.			
Kerr	148	152	95
Dunn.	197	149	147
Vitell	187	139	185
Graf.	160	186	184
Blank.	179	153	162
	871	779	773

COVERS THE ALPHABET.

A few days ago a gentleman who holds forth in the Garfield Building, Cleveland, Ohio, and has an office overlooking Lake Erie, sent in the following alphabetical gem, and suggested that it be placed tenderly in a corner of the Magazine.

What he asked to have placed in type, was the following: "The quick brown fox jumps over the lazy dog." In explanation he says: "It is not generally known, the sentence contains every letter in the alphabet."

No one that we have interviewed is able to tell where the contribution originated, but we have a faint recollection of having seen it at the top of our writing book, back in the mildewed past, when our teacher smote us on the fingers for allowing ink blots to deface the immaculate pages of our copy books.

"Bridget, why are you sweeping the parlor a second time? You did it an hour ago." "Yes mum; but you see to-morrow is bakin' day, an' I won't have a chance to do it at all."

A man's ideals are seldom responsible for high living.

42 YEARS A CONDUCTOR.

Henry Strader, one of the ancient and honorable conductors of the Delaware Division, has quit the service, after 40 years of good and faithful work on the Erie Railroad.

On the afternoon of February 5th, Conductor Strader made his last run west from Port Jervis on train 27, the Mountain Express, and on his return to Port Jervis the following morning, laid aside his uniform suit of blue for all time.

Conductor and Mrs. Strader are now off on a prolonged jaunt to California, and no one knows when they will return to Orange County.

At the time of his retirement, Superintendent Baldwin of the Delaware Division, wrote Conductor Strader the following very nice letter:

Susquehanna, Pa., February 3rd, 1913.
Mr. Henry Strader,
Conductor, Port Jervis,
Dear Sir:—

In accordance with your conversation of some time ago, it is noted that on February 5th you reach the age limit prescribed by this company for conductors in active service.

I wish to express my congratulations upon your attaining the age of 70 years in your apparent good health after the strenuous activities of a railroad conductor for nearly 40 years, and during all this time you have maintained an enviable record and loyalty to the company for which you work that has been the admiration of the officers in position to observe this. While my personal acquaintance with you has existed but a few months, I have found you invariably a man to be relied upon both for energy and judgment, and it is with deep regret that I see you leave the active service of the Delaware Division.

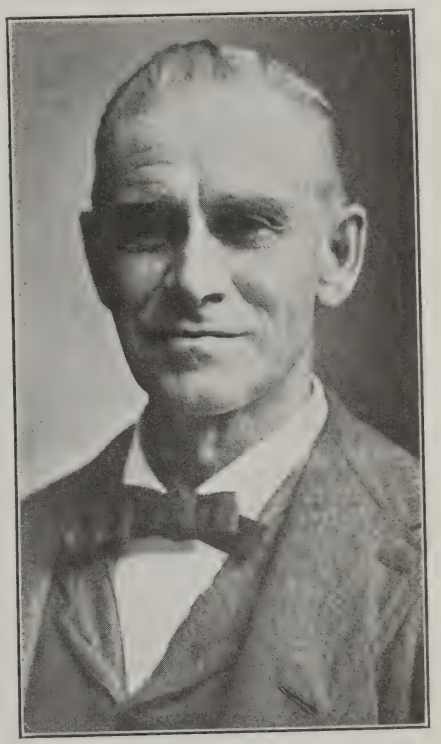
I hope that you may long enjoy the rest from active labor that will now be yours and that you will not lose your interest in the company that you have served so long, and that you will drop in occasionally to see me.

Yours truly,
W. A. BALDWIN,
Superintendent.

Mr. Strader was born at Trenton, N. J., February 5, 1843. When he was five years old, he came with his parents to Port Jervis, N. Y., in 1848. This was the year in which the Erie Railroad was first open for traffic to Port Jervis.

At the age of ten years, in 1853, young Strader went railroading as water boy on the Delaware Division of the Erie, the duty of which was to carry spring water from cans in the baggage car to passengers. For this service he received $15 a month, which was considered liberal, when taken in consideration that the engineer and conductor received respectively $1.90 a day.

The engineer of the train was Nathaniel Hatch, whose widow still lives in Port Jervis. The conductor was



HENRY STRADER.

Stephen Shepherd and baggage master John Potter. The engine was given the name of "The Plank Road."

This was a night train and it was five hours in going over the division. Leaving the railroad service Strader returned to school.

In the Civil War Henry Strader was 16 months with the 56th Regiment, N. Y. S. Vols., and while not given regular duty was ever ready to shoulder a gun when a soldier fell by the way, and on two or three occasions curiosity led him into the lines of the Confederates.

Returning home, he obtained employment on the New York Division

of the Erie in 1863 for two years, and in 1866 he boarded a train for Jersey City and the next time his family heard from him he was in the Rocky Mountains, having footed it from the Missouri River to Denver and thence to the present site of Georgetown, the year in which silver was discovered there. He returned home in 1867, railroaded on the New York Division two more years, when he again caught the western fever, and this time went through to the Pacific coast and was there when the Union Pacific Railroad was completed. He crossed over Utah and Nevada on foot between the then uncompleted sections of the railroad. He was at Sacramento and witnessed the driving of the last spike at the celebration of this triumph of transcontinental road building.

In 1869 he returned east by way of the Union Pacific, and again went flagging on New York (then Eastern) Division trains, serving three years. Since then he has been in the continuous service of the Erie on the Delaware Division, forty-two years as conductor, twenty-eight years of which he has run passenger trains, and now retires at the age of 70 years in perfect health, and expects to enjoy the remainder of his days with his family in a well earned rest and recreation.

Besides his railroad duties, Mr. Strader was for several seasons connected with the Fresh Air Fund of the New York Tribune and was instrumental in providing summer homes in the course of 17 years for 2,100 children from the city, and secured permanent homes by adoption for 63 children. He is a member of St. Peter's Lutheran Church and interested in the uplifting interests of the community, where 65 years of his life has been spent.

THE ERIE EMPLOYES' RELIEF ASSOCIATION.

THIS Association continues to show a healthy growth, and the number of applications for membership is steadily increasing; 162 applications having been received in January as compared with 100 in December.

The board of directors at their December meeting decided that if any member of the Association dies and is in good standing at the date of his death, his widow is entitled to one-half of what his pension would have amounted to, provided her age is 50 years or more. The Constitution as originally adopted made this age limit for a widow's pension 60 years instead of 50. The decision that this amendment to our rules apply to all members regardless of the time they joined the Association, put twelve more persons on the pension roll for January, making a total of thirty-one persons receiving pensions for the month of January. There are several more widows apparently entitled to a pension, and as soon as their claims are proved up, completed, and passed upon by the board of directors of this Association, they will go on the pension roll.

That this Association is a good thing for the old man, and that there are small inducements for the young man to go into it, is easily refuted by an analysis of the present pension roll. Out of the first 31 persons placed on the pension roll, only eight receive a pension on account of having reached the age of 70 years. The balance, twenty-three, are receiving pensions on account of disability, being disqualified, becoming incapacitated for further service, or widows. The protection that the young man receives from disability, by accident or disqualification, is worth more to him than any pension an old employe would draw upon being retired at the age limit. If a young man becomes disabled, he will receive a greater amount in benefit, even if his pension be small, than would an employe who retired on reaching the age of 70. This idea is becoming more generally understood, and, as a result, the greater portion of applications received recently come from employes who are under thirty years of age.

The Secretary of the Association at Salamanca, N. Y., is always ready to furnish blanks and information to employes of the company.

Mr. Beavor: "Who lives next door to you?" "Prof. Scantlin." "He is absent-minded, isn't he?" Mr. Towler: "Yes, luckily for me and the rest of his neighbors. Sometimes the man operates his piano player for hours without realizing that he has inserted no music roll."

ORDER OF THE RED SPOT.

New York Division and Allied Lines.

March Membership.

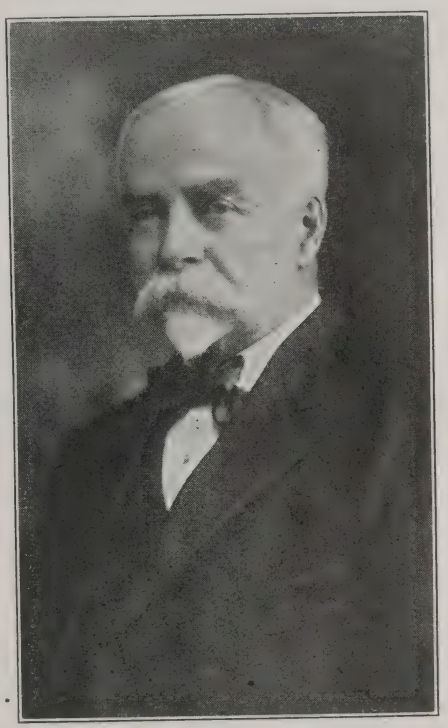
No.	Engineer.	Fireman.
11	J. H. Linley	F. Daley
12	J. M. Hagerty	W. H. Decker
100	J. H. Mallon	A. Van Stratt (days)
	T. Bailey	T. J. Walls (nights)
117	T. Harrington	W. Cook
470	A. J. Dillon	E. Ritter
473	J. H. Hopper	J. M. Soop
477	S. Snedecker	W. E. Jenner
480	T. Fitzsimmons	B. Sweeney
513	B. Walsh	W. J. Gee
515	H. S. Robertson	J. Morrison
517	D. J. Ackerman	E. J. Brower
526	W. H. Cole	A. Canfield
591	Vacant	G. Casterline
598	J. Walker	O. D. Carpenter
610	M. G. Broas	
689	S. Bond	H. Schnakenberg
793	H. W. Smith	N. M. Cable
812	W. French	N. C. Brower
813	W. O. Cutler	J. J. Reilly
821	T. S. Dagion	J. H. Rose
824	C. Voorhis	W. F. Steppler
825	I. Hasbrouck	I. L. Weir
826	G. Wallace	J. H. Winters
830	W. E. Captain	W. Smiley
831	T. Duffy	E. G. Jacobus
833	J. J. Carpenter	E. Heidenthal
842	E. M. Saunders	S. S. Ballard
848	G. McKinnon	L. Axford
850	W. Van Dine	W. F. Johnson
900	S. F. Ballam	S. F. Dries
934	C. Caskey	S. Carpenter
937	H. N. Palmer	W. H. Pope
938	E. Outwin	R. Kerr
939	C. Ryan	E. J. Mulhall
950	A. Garrabrandt	J. McCarthy
954	A. Van Noye	C. L. Fowler
955	D. O'Brien	W. McMahon
957	F. Saier	F. W. Cole
961	W. Cunneen	T. Connelly
963	C. F. Handy	A. Knarich
964	G. H. Beatty	C. A. Johnston
965	H. L. Sarvent	J. E. Greene
968	S. W. Evans	D. Desposito
970	H. Springstead	F. M. Vernon
974	J. Donnelly	J. A. Casey
1014	C. Landmesser	J. L. Kane
1071	J. Knaub	
1455		
2015		
2503	J. Downs	G. Ruegger
2561	J. Coots	
3037	B. Crane	W. R. Perry
3038	J. Fitzgibbons	J. Merkenschlager
3042	A. O. Roberts	F. E. Wood
3043	W. E. Bolksom	T. R. Davis
3044	A. H. Barley	L. J. De Veboise
3045	F. Beatty	H. Paffenroth
3046	W. Thomas	W. H. Pierce
3049	W. Coleman	F. Purroy
3050	D. Brahaney	L. W. Hinkley
3056	E. H. Hector	W. Brown
3064	E. J. Murphy	P. J. Murphy

FIFTY YEARS AN AGENT.

David S. Rowe is ticket agent for the Erie Railroad at Corry, Pa., and a fine type of loyal employe.

Mr. Rowe was born at Columbus, Pa., March 29th, 1843, and after serving as acting agent at that place from 1863 until 1865, he was transferred to Corry, where he held a position in the freight office from November 20th until February 1st, 1866. On the latter date he was appointed ticket agent at Corry and has served in that position well and faithfully up to the present time.

Forty-seven years is a long time to serve in one position, but during that long period he has worked away, always doing his level best to conserve the Erie's best interests, and he is proud to say that not one complaint has ever been registered against him by an official of the Company. This old timer has the good will of the officials who are proud of the splendid record he has maintained.



DAVID S. ROWE.

Corry boasts no better citizen, and among his fellows of that thriving community, he stands very high, enjoying their friendship and the pleasure of their highest esteem. The picture of Mr. Rowe is so lifelike that all Erie men who look it over will readily associate it with the dear old boy who sat for it.

Many men and women, as well as cats, have never amounted to a whoop just because they never had to hustle. —Topeka Capital.

COST TO COMPANY FOR ACCIDENTS THAT WERE AVOIDABLE.

THE story which follows is one involving a long string of accidents that occurred to persons riding on Erie passenger trains, and to employes in various departments of the service.

The long list was sent to every superintendent on the Lines East by the assistant general manager, to call attention to what these accidents cost the Erie Railroad Company, and to show that, by a closer observance of rules by all concerned, to which might have been added greater care and foresight, these accidents could have been avoided.

Employes in all departments are asked again to use more care in future, that this unnecessary expense and trouble may be eliminated.

"Notwithstanding many safety measures that have been adopted to avoid personal injury claims, a depression of our finances continues in settlement of claims in connection with which your attention is called to the following, with the idea that this information may be used to preclude a repetition of accidents from such causes.

"October settlements include four cases of passengers injured by reason of train starting while they were in the act of leaving same: November settlements, two of such cases; December, four cases, and by reference to the annual statement I find 23 cases during the past fiscal year, causing settlements of $5,600 and 42 cases as results of violent jolts of trains, settled for $1,071. Strict observance of the rules would entirely eliminate accidents of this nature, and trainmen should be held to strict account in this respect.

"Eight hundred dollars paid in settlement of claim as result of injuries sustained by careless handling of laborers by track foreman. One of the gang was allowed to cross the track immediately ahead of a train, resulting in the man being run over.

"I also find carelessness of a foreman exhibited in permitting laborers to partly cut an angle bar with a chisel, turn it over, and strike it with a maul, causing the iron to fly and strike one of the men.

"Eight hundred dollars has been expended in settlement of a claim from similar cause. In this case, foreman permitted gang to operate a hand-car without giving them warning of a derail, which caused one of the men to fall from the car.

A verdict of $5,000 has been rendered against the Company in connection with accident, in which a yard conductor tripped on a pulley wheel in connection with signal apparatus in the yard, throwing him under an engine. This Company is held negligent in failing to cover this apparatus.

"A $10,000 verdict has been rendered against the Company as the result of careless handling of engines at coaling plant. While moving onto ash pit track an engine struck another engine which had been stopped too close to the lead.

"One thousand five hundred dollars paid in settlement of injuries sustained by a carpenter who fell to the ground, as the result of a break in a plank upon which he was working. Proper inspection of the material before the scaffold was erected would have prevented this accident.

"Twenty-five hundred dollars paid claimant as result of injuries sustained while riding on front end of a freight car, handling the brakes. His leg was caught and crushed between the end of running board on the car on which he was riding and the running board on first car in train. Brakeman should keep off the extreme ends of these boards and preserve their safety.

"Seven hundred and fifty dollars paid claimant whose leg was crushed while handling brakes, caused by the shifting of a load of pipe. This man was standing astride end of car with one foot on sill and the other inside the car. When riding cars of which the lading is of such nature that it is possible for it to shift, the men should not assume a position of this kind.

"Five thousand dollars paid to claimant who was injured by jumping from a car turned over as the result of improper poling. In the absence of a push pole, a tie was secured to do the work, and placed against the needle beam eight feet back from the end of the car, instead of being placed against end of the car. As the result of a slow signal on the part of the crew, the engine was allowed to approach the lead so close as to foul the car, causing it to turn over.

"Attention is called to careless operation of speeder cars. I have before me papers in regard to collision at a highway crossing, in which the occu-

pants of a wagon were injured. Men who operate speeders should be held to strict account for safe handling of their cars over highway crossings.

"Seven hundred and fifty dollars paid in settlement of injuries sustained in alighting from a coach which extended beyond end of station platform. Passengers were required to alight in a ditch from a high step, causing injuries to the foot of plaintiff.

"Verdict of $20,000 against the Company, in connection with injuries sustained by a man engaged in unloading car of horses. This car was struck by other cars to which an engine attempted to couple, and this man was severely injured.

"This is only one of a great many cases of injuries sustained by reason of engines or cars being moved without warning. During the past fiscal year there were 80 cases of this nature, involving settlement of $22,000. Something must be done to reduce this item of expense, and application of severe discipline is undoubtedly necessary.

"Twenty-five hundred dollars has been authorized to settle claim in connection with employe riding upon foot board of an engine, which caught an obstruction on the track and threw this man, causing him to be run over. Men riding on foot board of engine should keep a sharp lookout for imperfect track conditions.

"Six hundred dollars paid plaintiff, who was engaged with others in spreading gravel on the track by means of ties pushed in front of the wheels of a car. Ties were pushed against a culvert and this man was thrown into bed of a creek. The accident can be attributed to the hasty and dangerous manner of performing the work under the direction of the foreman.

"Sixty-five hundred dollars authorized to settle claim of plaintiff who was injured at highway crossing as the result of automobile colliding with a string of cars which were being switched over the crossing. It is contended that there was no one standing on the crossing to warn highway traffic and that there were no lights on the cars. This is a flagrant failure to obey instructions in regard to protecting highway traffic.

"Three hundred dollars paid as a result of laborer falling from a coal trestle, which can be attributed to there being no railing. Careful examination should be made of the property to satisfy ourselves that railings are provided where necessary in the interest of safety, and to prevent accidents of this nature.

"Attention is also called to the great number of accidents caused by carelessness of crossingmen and gatemen. There were 20 cases of negligence on the part of crossingmen during the past fiscal year, and hardly a week passes but what we get a report of damage to vehicles or injuries to persons by reason of the careless operation of the gates.

"The above information should be given more than superficial attention. There is not a cause stated above, but what could have been avoided by proper action on the part of employes. You should continue with renewed efforts the education of employes in the interest of their safety and that of the traveling public, and I would be glad to have you call my attention to any means which would tend to avoid personal injury accidents."

A MISSING LEAF.

That ordinary care which is taken by the Japanese in their very exact "flower arrangements" is illustrated by an incident related by Frederic S. Isham, the author. He was present at a demonstration in Kyoto of the art of placing flowers, leaves and branches together in an artistic manner. At one point a little maid apparently offended the "master" deeply. He spoke to her and ended by ordering her to retire. She did so, probably the most broken-hearted girl in Kyoto, and the master proceeded to alter her work. The American, who had seen nothing wrong, ventured to ask what was the matter, whereupon he was informed that she had placed twelve leaves in a certain combination instead of thirteen. Twelve, it seems, was the right number 200 years ago, but thought, study, meditation and prayer had led to the discovery that not twelve, but thirteen, was the correct number for the artistic effect of that particular arrangement. This may seem a trifling alteration, but it suggests Michael Angelo's retort, in which he pointed out the relation between trifles and perfection.

The race is not always to the swift, nor the battle to the strong, but it's a good idea to keep moving and keep your powder dry.

A TICKET AGENT WHO FINDS LIFE WORTH WHILE.

A REPRESENTATIVE writes:

"I have a letter on my desk from a man I believe to be one of the best ticket agents of the Erie Railroad. Let us groom him and see."

1st. He is courteous.

2d. He is cheerful—invariably has a pleasant greeting for all, even little children. He cultivates the habit of addressing a person by their name; observation has shown him that it is a polite and pleasing custom.

3d. Always a clean collar and clean linen, shoes invariably polished, clothes neat and tidy.

4th. You never see him when he needs a shave.

5th. When addressing a lady he removes his hat.

6th. He avoids criticising the Erie R. R. or its management. He avoids argument; does not talk unless he has something to say, knowing that too much talk is a waste of his own time and that of others.

7th. He is apt at organization, system and efficiency; he is optimistic, looks on the bright side, instills the same virtue in those under his jurisdiction.

8th. If he has occasion for slight criticism, it is followed with a good suggestion.

9th. If his patron is a woman, he learns her name when possible and addresses her accordingly, otherwise it is "Madam" or "Miss"—as the case may be—never "lady." When appropriate he inquires regarding her husband or children.

10th. Is thoroughly familiar with his stock of tickets, his tariffs, also train service and connections; his office, his accounts, his station and waiting room need no criticism as regards neatness and order.

11th. When possible he assists elderly persons to the train and bids them a cheerful "good bye."

12th. The majority of his gifts are to his family, never to a bartender. People who buy Erie transportation of him are politely given the fullest information, and they come again.

13th. He wears a pleasant face—people in his town respect and like him; they catch the gleam of his sunny disposition and speak well of the Erie because it has such agents. He does not speak unkindly of his competitors, knowing well that he cannot build up his own business by criticising that of others.

14th. Observation is one of his favorite studies—he has found it a good thing to practice the habit, because it makes him a better agent.

15th. He does not go about with a lantern peering into dark places looking for faults, but he goes about in the sunlight looking for good things and finding lots of them. He frequents no place where he would be ashamed to be seen. He is never heard using profane or vulgar speech.

16th. He knows that courtesy, kindness, affability and politeness do not cost a penny, therefore, he is liberal with these four jewels.

17th. Inquiries by letter are promptly answered. He does not keep his eye on the office clock, except when necessary. He is not afraid of doing a little more than is required of him.

18th. He always boosts, never knocks. The world is better off because he is in it and the Erie R. R. is better off because he is one of its representatives.

FORGOT HER OWN NAME.

Probably you are aware that the gorgeous Lillian Russell has been filling in the dull months by flights of journalism. At an attractive salary she is telling newspaper readers how to become as beautiful as she is.

Her contract to deliver the series of articles was signed some time ago, and insisted that it be executed in Miss Russell's real name and not in the nom de theater given her in a preceding generation by the late Tony Pastor.

In her correspondence the other day she found a check. It was for $500, payable to Helen Louise Leonard.

"Who on earth is Helen Louise Leonard?" she asked.

Then she remembered—it was herself.—Newark Star.

WHAT SHE WANTED.

Father (to his daughter)—I've brought you a zither for your birthday, my dear, and a book by which you can teach yourself to play on it in a month.

Daughter—But it was the zither teacher I wanted most.—Fliegende Blatter.

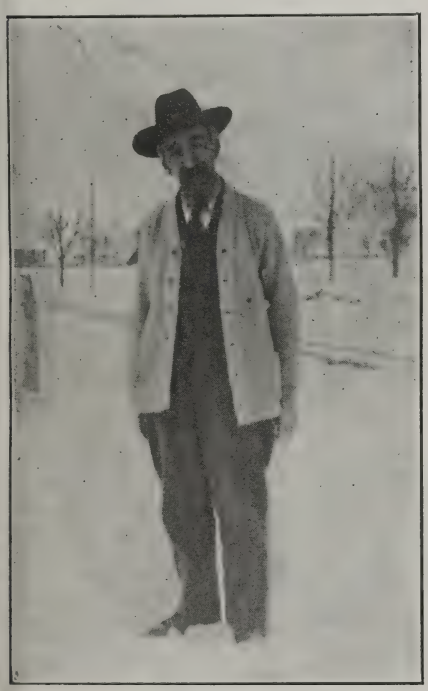
A nice thing about being a millionaire is the anxiety of all the merchants to sell you goods on credit.

NESTOR OF THE GUILD.

To the New York Division, it is believed, belongs the honor of having the oldest track foreman in the employ of the Erie Railroad.

His name is Peter Hehn, and he has entered his 55th year of steady service with the Company. Peter is a wonderful man for his age, and is able to hold his own with the best of them. One can see from the accompanying picture that he is no youngster, but there is also nothing to indicate that his days of usefulness are not many, and his many friends sincerely hope that this may be so.

Mr. Hehn entered the Erie service on August 12th, 1858, at wages amounting to 75 cents per day. He was promoted to extra foreman in 1860



PETER HEHN.

at $1.00 per day, and did work on the Hawley Branch, digging grade from Lackawaxen to Hawley. In 1863 he laid rail from Lackawaxen to Hawley and worked between Parker's Glen and Port Jervis.

In 1876 he went to Sloatsburg, on the New York Division, then Eastern Division, as foreman, and from that time has worked at the following points: Shohola and Guymard (Graham), and then went to Montgomery, on the Montgomery Branch, where he is now actively employed as foreman under Supervisor John Carr.

OBITUARY.

Albert Leeport Krohn.

On February 11th, Albert Leeport Krohn, an old and faithful employe of the Marine Department, passed out of this life.

Mr. Krohn entered the employ of the Erie Railroad in 1882, and was always regarded as one of the very best. In referring to his association with the Marine Department, Superintendent Stewart said: "He was one of our tried and true men."

Mr. Krohn was a resident of Hoboken, N. J., and was in his 68th year. For the past 15 years he served well as deckhand on a night ferryboat.

George W. Green.

George W. Green, a faithful freight conductor of the Susquehanna Division, died recently, as a result of an injury, followed by an operation in an Elmira, N. Y., hospital. The injury was received while coupling cars, one of the wheels crushing his foot.

Conductor Green entered the service of the Erie Railroad in March, 1889, as brakeman. From same period he ranked as conductor, with several other men, and was considered in a special class.

Loren E. Tice.

Another of the Erie's old-time engineers has passed to his long reward, and Hornell has been called to sorrow. This time the hand of death was laid upon Loren E. Tice, an old and faithful engineer, whose last work was performed on an engine in the Hornell Yard.

Mr. Tice was born at Baldwin, near Elmira, N. Y., 61 years ago. He entered the service of the Erie Company as a wiper in the Buffalo Shop at the age of 19. Later he secured a position as fireman, and for eight years acted in that capacity on the Allegheny and Buffalo divisions for his brother-in-law, Elias W. Breese, now of Lockport.

He was promoted to the position of engineer August, 1881. Since his promotion much of his time has been spent in Hornell, where he has been a respected citizen for 32 years. Here, June 16, 1881, he married a daughter of a former Erie ticket agent of Hornell, Miss Anna B. Meacham, who survives him.

Of the four children born of this union, one only survives, Harry E. Tice, storekeeper at Bradford Shop. Mr. Tice died February 3, 1913, following a brief illness, and was buried under the auspices of De Molay Commandery, No. 22, K. T., from Park Church, where he worshipped and was a communicant many years.

Mr. Tice was of a quiet disposition, but friendly and genial in his intercourse with his fellow workmen. He was of a truly unselfish nature and of generous impulses. His high character commanded the ardent admiration of his associates and by them will his memory long be cherished.

He was a capable engineer, and in Hornell Yard, where he was employed, he made an enviable record for himself as a careful, painstaking employe, and an intelligent engineer.

Edward Black.

Edward Black, one of the oldest engineers on the New York Division of the Erie Railroad, who retired from active service about a year ago, died at his home in Waldwick, the result of a paralytic stroke, on February 18th.

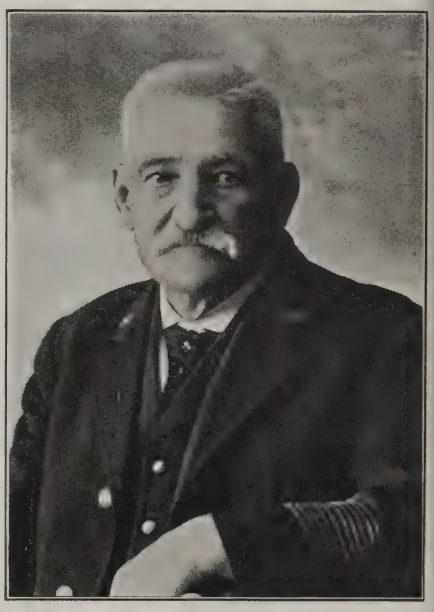
Mr. Black was a resident of Paterson for a number of years, and previous to his retirement, celebrated his fiftieth anniversary of service with the Erie Railroad. He is survived by a sister, Mrs. Harriet Van Houten, of this city, and three children, Frederick, Ruth and Florence.

Engineer Black was one of the picturesque engineers of the east end of the line and for years ran on the Newark Branch. He used to run a little "stem winder" in the eighties on passenger trains conducted by the late "Mart" Luckey and William Carter. "Eddie," as he was affectionately called, was one of the best boys that handled Erie engines.

GOOD EYESIGHT AT 74.

"Uncle" Jasper B. Lewis, the Erie's station agent at Alexander, N. Y., on the Attica Branch, a sketch of whose career was printed in the September issue of this Magazine, is one of the very active men on the road, despite his 74 years on earth.

One day, recently, Mr. Lewis was called to Rochester and underwent an examination for vision, and when the ordeal was over they found "Uncle" Jasper had such good eyesight, that he could cut the whiskers off a mosquito on the wing with a shot gun at a 50-yard range. Chief despatcher Rockefeller conducted the examination and was surprised when he had finished.



JASPER B. LEWIS.

Mr. Lewis is believed to be the oldest station agent in the United States, and he surely is the oldest on the Erie, on which he has been station agent continuously for nearly 55 years.

The picture of this veteran is republished, just to show others what a man of 74 can do in the way of passing a visual test, who has led the abstemious life and lived right. After the test was over those at Rochester were greatly surprised at the result, and Mr. Lewis may have been surprised himself, for it is a fact, that he passed the test with as much ease as a man in his twenties.

From Correspondents Along the Line

JERSEY CITY SHOPS.

Chas. Willard, who is manager of the Diamond Rugby Team, was presented with a handsome gold frame containing photographs of the team. Mr. Willard extended his heartiest appreciations to his admiring friends.

Jack Sleight has returned from his honeymoon, spent at "Passaic Falls." The boys are glad to see Jack back

on his old job, and gave him a hearty welcome.

A new line of fire hydrants has been installed in the North Side Shops and the fire brigade can now reach any point on the premises with two or three good-sized streams.

The boys of the mechanical force are out with a challenge to the office force, to bowl a five-man team match. Jim Short and Roy Adair (bowling cracks), please sit up and take notice.

"Big" Charlie Benson is anxiously waiting for the crabbing season to open.

Foreman McLaughlin of the Erecting Shop has recovered from a severe attack of pneumonia, which caused him to discontinue his duties for over two weeks. We all hope he is back to stay, and hope his health remains good.

NEW YORK DIVISION.

H. C. Price, signal supervisor, Jersey City, has adopted a system which he, himself, planned—that of applying both merit and demerit marks opposite the names of those employed under him. When an employe has attained 70 demerits within a year, he is obliged to look for employment elsewhere. Mr. Price is a well informed man, having worked his way from the bottom, and is known to be fair and square with all, and merit marks are always given where due; however, if failures, due to the maintainor's carelessness, occur, he does not hesitate to apply the necessary discipline, which is only fair to those who are trying to improve conditions. The system went into effect on November 1st, 1912, and has already proved popular among the men. Naturally the men with the most merit marks are given the best positions and locations.

We congratulate the following, who, since the system went into effect, have attained 21 merits, or 7 for each month, up until Jan. 30th, for not having a single failure of any kind; W. Bauer, Rutherford Junction; C. Buckley, Waldwick; J. A. Burgin, Hackensack Br.; H. Farrell, Paterson; W. Fryer, Grove St., Jersey City; J. H. Jerome, Middletown; George Marsh, Goshen; P. Nabraski, Croxton; W. Storms, Terminal Tower, Jersey City; C. H. Winters, Suffern.

Those who have had no failures for the month of January are: J. J. Carroll, Port Jervis; M. Donegan, Paterson; J. B. Ferris, Forrest Hill; B. Fielding, Waldwick; W. H. Knapp, Suffern; D. Rankin, Ridgewood; F. Wiley, "D. B. Drawbridge"; F. Russell, Terminal Tower, Jersey City.

One merit may be obtained by having no unavoidable failures for 15 days; two merits, no failures for 15 days; five merits, no unavoidable failures for one month; seven merits, no failures for one month. It is hoped that we will be able to publish a great many more names next month.

C. H. Vernon, a popular and obliging young brakeman of the N. Y. Div., was recently married to Miss Cora Melvin of 69 Madison Ave., Paterson, N. J. They enjoyed a very delightful trip traveling through New York State. That they may have a very happy and prosperous future is the wish of all Mr. Vernon's friends.

Foreman of Maintainers, Terminal Division, has moved from Paterson to Jersey City. His telephone number is 4463-M. Jersey City.

Maintainer Paul Nadbraski was married on Feb. 2 to Miss Anna Kovalska.

Oscar's married!!! Oscar who? Why, Oscar Dolson, of course. It surely was a great surprise, when Mr. Dolson came into the superintendent's office one morning, recently, and announced that he had been married. At first it was considered all a joke, as everyone thought Oscar was a confirmed old bachelor. However, it was only a day or so when the boys received announcements. Mr. Dolson, who holds a very responsible position in the superintendent's office, was married to Miss Emma Fox of Port Jervis, N. Y., and the happy couple are now residing in a handsomely furnished bungalow in Lake View, or, rather, *Heights*—Lake View Heights.

Due to the illness of one of our correspondents, we have been unable to interview W. Allen Sproat, chief storekeeper, Signal Dept., Paterson, in regard to a recent holdup, in which he (W. A. S.) acted as hero. It was hoped that we might be able to publish a full account, and Mr. Sproat might oblige his many friends by sending in the facts of the case. The boys are beginning to wonder when "Bill" is going to be married. How about that, also, Allen?

DINING CAR DEPARTMENT.

On December 23d last, the Dining Car Department removed to their new quarters at Jersey Ave. and Tenth Street. We are all very much pleased

with our new location, it being a vast improvement over the old, in every particular.

W. J. Roddy has returned to our ranks, after being absent for two years. "Foxy Grandpa" says he is glad to be back, and that he feels more at home handing out "eats" than "smokes." W. J. is running on the Chicago and Huntington line in place of G. B. Cody.

Geo. B. Cody has temporarily left the "Wild and Wooly" West, to run on the Jersey City-Chicago line. It is quite a while since we have had the pleasure of seeing G. B. He is looking just as young as ever.

Joseph Hinckson has been employed as cook and private car porter.

Steward R. B. Smith has been transferred from relief steward to Jersey City-Buffalo line and Steward H. V. Ellis from Jersey City-Buffalo line to relief steward.

Wm. E. Condit has been employed as dining car steward on Jersey City-Chicago line.

Gustav Casper is another one of our new dining car stewards. "Gus" is running on the Jersey City-Cleveland line.

"Bill" Ryan says he might be the guy that put the Rye in Ryan, but he had nothing to do with hanging the Lamp on Lamper.

Old man Stork, the original parcel post carrier, made two trips to homes of dining car stewards during the past month, leaving a bouncing baby boy at the home of R. B. Smith, Paterson.

R. Q. Prall surprised us the other morning when he entered the office with his face all wreathed in smiles. We asked him if his mother-in-law was sick, and he replied, "No, we've got a fine baby boy at our house!" If Rennie, Jr., grows up like his "Old Man," he ought to make a pretty good "White Hope."

Miss Catherine M. Desmond has been employed as stenographer in place of Irwin Bond, resigned.

Mr. E. V. Baugh, supt. dining cars and restaurants of the B. & O. R. R.; H. C. Boardman, supt. dining cars and restaurants of Lackawanna R. R., and O. B. Dobbs and J. L. Blaker, dining car inspectors of Penna. R. R., were visitors at the Commissary during the past month.

Ray O. Favreau is now running the linen room and Wallace W. Whitney is in the office on the abstract job.

Robert H. ("Dick") Frazier and "Bill" ("Baldy") Anderson, say: "Men may come and men may go, but we'll hang on forever."

C. A. Gant, club car porter, contemplates making a trip to Washington in his 50 h. p. "gasoline buggy" to take in the inauguration. Good luck, Clif; don't run over anybody or get pinched for speeding.

H. L. Conover has been employed as club car porter in place of F. W. Scudder.

Harry Von Tilzer, Chas. K. Harris and those other boys, haven't got a thing on James Mahone, private car porter for writing songs. He is some song writer. How did you make out, Jimmie, with the one about "May"?

N. Y., S. & W. DIVISION.

Agents and Assistants' Association of the N. Y., S. & W. and W. B. & E. R. R., showed up to the tune of thirty members and five guests at the banquet held at Cafe Moretti, New York City, on February 15th, 1913.

Section Foreman Thomas Marino made a trip to Buffalo on Feb. 1st for a period of one week.

Engineer Rueben L. Van Buskirk of North Paterson, since he became assistant foreman of the Local Fire Department, is thinking seriously of purchasing an automobile to take him to fires.

The following delegates to the Agents' Convention at Rochester, N. Y., on Feb. 21st, were: President, Fred Garrison; A. E. Rosencrans, W. D. McDonough and J. T. McEntee. All reported a good time.

STROUDSBURG, PA., SHOPS.

"Tommy" Fellencer, of the machine shop, thought it wasn't good for a man to be alone, so being endowed with compelling persuasive powers, he was enabled to persuade Miss Lulu Albertson of Bartonville to become of the same mind; so today there is no Miss Lulu Albertson, but Mr. and Mrs. Thomas Fellencer are at home to all of their friends.

Miss Helen Boorem, the very capable and efficient stenographer, for a number of years, in the Master Mechanic's office, has resigned to accept a similar position in the office of the Stroudsburg Woolen Mills. Miss Boorem is a genial young lady, very obliging, and will be greatly missed. She is succeeded by Miss Emily Richmond, a student from the commercial department of the Stroudsburg High School. Miss Richmond

comes highly recommended by her instructors.

Speaking of birds, in the office among the clerks, Frank B. Wildrick said she crow(e) was a favorite of his, the "caw, caw," being so soothing after strenuous hours at the "movies."

Though the cold weather this winter was brief, it is good to know that the ice-houses along the W. B. & E. have a goodly supply of the solid liquid stored.

Nauman Neyhart, is the latest acquisition to Stoves Department. Nauman is tall and slim, and is endowed with great enduring powers.

DELAWARE DIVISION.

R. F. MacFarlane, late telephone inspector of the Delaware Division, has accepted the position of installing telephones on the Erie system at different points. The best wishes of his many friends in Susquehanna and on the Division, accompany him.

The annual ice harvesting has been completed on Hathaway's Pond, on the Jefferson Division and Narrowsburg Pond on the Delaware Division.

News from Salamanca, states that W. R. Holmes, stenographer to Superintendent Hawley, until a late date employed in the same capacity at Susquehanna, is inclined toward dissipation. This is laid to the famous spring water which abounds in the vicinity, together with the fact that memories of the Indians of the past are enough to drive any man to spring water. Better be careful, Walter.

It was with great sadness that the many friends of Delaware Division Conductor Jno. W. Hoar learned of the death of this well-known and respected Erie employe. Mr. Hoar passed away at his home at No. 34 Hammond Street, Port Jervis, at 8:00 P. M. February 15th, after a long illness. He was 57 years of age.

Deceased was born November 1st, 1885, at Cadosia, N. Y., and was the son of Mr. and Mrs. Patrick Hoar. In 1871 he came to Port Jervis and entered the service of the Erie Railroad Company, where he remained until illness necessitated his taking leave of absence.

He was prominent in railroad circles and was a member of Neversink Division, No. 52, O. of R. C.

The surviving relatives are his widow, two sons and one brother, Delaware Division Conductor James Hoar of Port Jervis.

Funeral was held at his late home February 18th at 9:30 A. M. and at 10:00 A. M. at St. Mary's Church, where requiem high mass was cefebrated by Rev. Michael Donnelly. There was a large attendance of relatives and friends and a delegation of Neversink Division, No. 52, O. of R. C. Interment was in St. Mary's Cemetery at Port Jervis, N. Y.

During the evening of February 25th, the new automatic signals on the Delaware Division were put in service, between Port Jervis and Lackawaxen.

J. H. Garrison, clerk in Superintendent Baldwin's office, has taken to chewin' since the no smoking rule has gone into effect.

John Devine has been appointed section foreman of Section No. 3, at Pond Eddy, Pa., vice D. Vandermark, resigned.

Traveling Auditor S. E. Taylor sojourned at the Delaware Division headquarters for some time during December and January, working on the engineers' wage increase.

The new water station at Lordville is now complete, and if there is a better station on the Erie system, we would enjoy great pleasure in viewing it.

Our correspondent has been engaged by Geo. W. Ball, engineer on the No. 2600 pusher at Susquehanna, to secure a photograph of this noted locomotive driver and poultry fancier, therefore, notice is hereby given that the Erie public may await in pleasant expectation its reproduction.

SUSQUEHANNA SHOPS.

General Foreman Thibaut took an eastern trip recently, in which "hot desert sand and camel's milk" played an important part, and he seemed to have had a good time.

FOR SALE: Three pairs of ice "creepers," one pitchfork, two heavy overcoats, all only slightly used, same being "cold weather" equipment of Mr. G. B. McElvy, until recently foreman boiler department of Susquehanna Shop. Enquire of G. Tribaut, office of general foreman.

After several strenuous trips down Church Hill, "Mac." decided to hike back to the "Sunny South," where bread grows on trees and the banana man frequently calls around.

Thus we regretfully announce that "Mac." had departed from our family

circle, and it's "dogone" lonesome round these parts since this happened. His cheerful, sunny disposition and uniform courtesy won for him many warm friends during his short stay here, who regret his departure, but are pleased to know that he has received a promotion and a substantial increase in salary.

Mr. McElvy is succeeded here by E. C. Umlauf, who came here from Buffalo recently to become assistant boiler foreman. Mr. Umlauf is in turn succeeded by Fred Williams, a graduate of Susquehanna Shop, who is well qualified for his new position.

Erecting Dept. Foreman H. S. Cunius has also resigned. He is succeeded here by J. Stead, another Susquehanna graduate.

Leslie Stead, foreman of Machine Repair Dept., who runs a little farm on the side, has developed a new industry in Susquehanna that bids fair to put Susquehanna in the same class as Los Angeles, Cal., the home of Luther Burbank. Mr. Stead promises the same wonderful advancement in animal life that Mr. Burbank has accomplished in plant life. His latest achievement is the propagation of "angora pigs," combining the beauty of the famous angora cat, with the usefulness of the domestic "pig." We are advised that the first "litter" or "brood" or "mess" (we are at a loss how to designate it), is doing well, and he only awaits a decision by the postal authorities as to whether "angora pigs" are "cats" or just plain "pigs." He hopes, however, to get an entirely new "classification," which will enable him to dispose of his product by parcels post.

The work of putting a new cement floor in the Susquehanna machine and erecting departments will be completed this week. The improvement is greatly appreciated by all.

H. E. Holmes, foreman of Tank Department, has resigned to accept service elsewhere. He is succeeded by E. F. Benjamin.

Foreman T. J. Nealon of Binghamton and General Foreman Frank Hunt of Elmira were recent visitors at Susquehanna.

Mr. F. A. Benson died February 17th at Elmira. Mr. Benson had been in the employ of the Erie Railroad from 1880 to 1906; the latter year he was promoted to chief joint inspector at Elmira, which position he was filling at the time of his death.

C. F. Birdsall and Mrs. Birdsall spent Washington's Birthday at Ithaca, N. Y.

Ray Roberts of the master mechanic's office, spent Washington's Birthday at his home, Jackson, Pa.

W. F. Weston, timekeeper, has resigned to accept service elsewhere. Mr. Weston is succeeded by W. P. Danielson, whose former position of clerk has been filled by A. G. Doherty.

As we go to press we regret to announce that Roundhouse Foreman William Dodson is confined to his home on account of illness.

T. J. Griffin, formerly foreman of the Tin, Pipe and Copper Dept. of Susquehanna Shop, is seriously ill at his home in New York City.

Engine No. 536, Class E-4, has been changed from a 4-cylinder balanced compound to a simple engine, at Hornell, and has been assigned to passenger service on the Susquehanna Division.

General Mechanical Supt. Wm. Schlafge and party recently inspected the local shops.

Edward Munson of Elizabethport, N. J., is visiting at the home of his father, J. A. Munson, Oakland. Mr. Munson formerly worked in Susquehanna Shop.

DUNMORE SHOP ITEMS.

Prof. F. J. Dailey of the Susquehanna Apprentice School, visited his Dunmore friends Saturday, Feb. 15th. Prof. Dailey is always a welcome visitor at Dunmore Shop, where he made many friends during his reign as machine shop foreman.

Quite a few changes have taken effect at Dunmore Shop during the past month. J. F. Fitzsimmons, boilermaker foreman, transferred to Hornell; S. W. Tredinnick, boiler inspector, promoted to position of boilermaker foreman; John Conroy, boiler inspector at Avoca, succeeding Mr. Tredinnick; Henry Davis, boilermaker, takes Mr. Conroy's place at Avoca.

Carl Dierks, piecework checker at Dunmore Car Shop, resigned to take a position elsewhere; J. L. Purcell, clerk in the storekeeper's office, promoted to take Mr. Dierck's position. W. J. Danvers employed to take Mr. Purcell's position.

M. W. Brogan, one of the original "Simon Twins," has been appointed to succeed S. W. Frey as storehouseman, Mr. Frey being appointed shop order clerk to succeed J. F. McAndrew, transferred to machinist. Fred

Ricards takes Brogan's place as shipper.

Timekeeper P. C., "Squire Kunz and Clerks Walter Simms and F. K., "Deacon" Spencer, spent Washington's Birthday in New York City.

Resident Inspector R. O. Teeter was kept quite busy during the past month, having been in Lebanon, Burnham, Harrisburg, Milton and Lewisburg, during the week ending Feb. 22.

In the February issue of the Magazine there was published a picture of a strong man from the Boyden plant in Cleveland, by the name of James Rawlands Mitchell; indeed he must have been a strong man to perform the stunt described in the Magazine, but we have a man at Dunmore, by the name of Walter Aloysius Cavanaugh, who will give this man a run for his money, and a challenge is in order at any time.

Machinists Frank P. Duffy, Fred Jenkins and Boilermaker "Jack" Bowman have signed contracts to play with the Dunmore County League team, the first named a catcher and the two latter pitchers.

This is "Big Jack's" first try-out on the big league, and Judge "Jim" Duffy says he'll be the "class."

C. H. Reed, J. A. Sharkey and Chas. Steel are contemplating motoring to Meadville in Mr. Steele's new Packard touring car. Mr. Reed has an attraction out there, by the way.

An inspection party, consisting of Mr. Wm. Schlafge, gen. mech. supt.; Mr. A. G. Trumbull, mech. supt.; Mr. John McMullen, mech. supt.; Mr. H. S. Burr, supt. of stores; Mr. F. S. Brown, mech. engr.; Mr. P. J. O'Dea, gen. inspector, and Mr. George Eisenhauer, inspected Dunmore Shop Thursday, Feb. 13th.

G. E. Kellar was at Dunmore recently with inspection party, renewing old acquaintances. Mr. Kellar is always given the "glad hand" by the boys at Dunmore.

BUFFALO CAR SHOPS.

Steel caboose No. 4500 has been turned out of Buffalo Car Shop ready for service. This caboose is the first of a series that are to be used, and the conductor that has the honor to get it will have something to talk about for a long time. It is a fine piece of workmanship. The steel work was furnished by Mr. F. Phillips, steel car foreman, and the interior work by Mr. W. T. Duffin, passenger car foreman. The technical points by Mr. A. Trautman, shop superintendent, and Mr. J. McKenna, general foreman.

H. Schaefer, foreman truck repairs; "Mike" Kent, asst. foreman Passenger Department, and Walter Gaston, piecework checker, are placing a new engine in their motor boat, "The Druid," at the foot of Ferry Street.

We are sorry to have to announce the death of Mr. Louis Felliesen, machine hand under Mr. Geo. Ball, who died very suddenly while attending divine service on Sunday, February 2d. This man had the respect of all his fellow workers and the sympathy of all at the Erie Car Shops is extended to his friends and relatives. Mr. Felliesen enjoyed good health previous to his demise and was working on Feb. 1st. He was a member of St. John's Catholic Church, Buffalo, N. Y.

Charles Krause, foreman, had a splendid collie presented him by the office force in the general foreman's office. Well, he got it home safe all right, gave it a bath, combed it and his family was highly delighted with it. Next day the milk man called with his dog to deliver milk, and the collie with his fighting instinct chased the other dog, and up to date has failed to return. Mr. Krause is continually singing, "Oh where, oh where is my little dog gone."

It is with extreme regret that we have to report the loss of an old time friend, Mr. Matt Heim, who died recently. Mr. Heim was liked and respected by all who knew him, and had been employed by the Erie, both at Buffalo Car Shop and East Buffalo Car Shop. His death was unexpected and mourned by all who knew him.

Mr. McClellen, painter, has been confined to his home with a very severe attack of sickness. We hope soon to see him around again, as he is missed among his shopmates.

It seems as though there is an epidemic of grip and influenza at the Buffalo Car Shop, as quite a few of our men have been laid up; Mr. H. Klapp, Mr. J. McKenna, Mr. Vaux T. P. Oliver, "Hank" Auer, Hugh McClellen, L. Schwab, E. Nott, Angelo Staciao and several others, but they are all on deck again.

J. McKenna, W. Dieckmann and A. Dennis have completed the job of moving 150 yards of dirt and cinders with clam shells from between the Klondyke and Maintenance of Way

Store, which is certainly an improvement in the appearance of the yard.

The fire laddies got an unexpected alarm last week and made a very creditable showing by getting out the hose cart and running a distance of 148 yards and coupling up in the time of one minute and 48 seconds. Fire Chief G. Goldsmith is giving them a run occasionally and allowing no shirking.

The following officials paid a visit of inspection to the Erie Car Shops on Feb. 5th: Mr. W. Schlafge, gen. mech. supt.; Mr. J. McMullen, mech. supt.; Mr. A. Trumbull, mech. supt.; Mr. H. S. Burr, supt. of stores; Mr. F. S. Brown, mech. engineer, and Mr. G. W. Keller, stenographer.

Mr. Trampert, F. C. R. from Hornell, was at the Buffalo Car Shops for a short time; also the Kaiser, alias J. Jacobs, from Avon, N. Y.

F. Lubi, foreman blacksmith, and his piece work checker, W. Pittaway, have been on the sick list, but are back on the job.

Among the employes at the Buffalo Car Shop there is one very interesting individual name, W. Hauser, who is stock keeper in the Paint Department, under H. Polhemus, M. C. P. Mr. Hauser is certainly one of the boys, both mentally and physically, a man that we are proud to know, and a first class entertainer, instrumentally and vocally. Mr. Hauser recently entertained quite a number of the Erie employes at his home, and a thoroughly good time was enjoyed by all, returning home in the wee. sma. hours of the morning. Mr. Hauser is some bowler, recently bowling the average of 203 for 15 games. The boys of the shop think this some average, and to show their appreciation, presented Mr. Hauser with a gold medal and a basket of American beauty roses at a banquet given in his honor. It is rather far fetched, but Mr. Hauser is willing to meet any bowler on the Erie system.

Frank Barron, freight car foreman, and J. Leary, freight car inspector, invited quite a number of their friends to a chicken supper on St. Valentine's Night. It certainly was a good question, Where did the chicken come from?

J. Glatt, painter, owns a Plymouth Rock hen that lays a double yolk egg very often.

Geo. Hammerschmidt, asst. foreman Paint Dept., is adding an addition to his home on William Street, Buffalo.

Our Mr. Charles Woolley, telegraph operator, is quite spruce and almost juvenile in looks and actions. Mr. Woolley has a record of 28 years' service pounding the key, and is still on the job, a nod of recognition and a cheery good morning to every one. The mystery is, why he still remains unmarried. He has a fine residence at 101 Rodney Ave. and a fine bank roll. I suppose he is waiting for the right little girl to come along, but there are plenty anxiously waiting in the near vicinity. The fact is, Charlie is girl shy. Oh you Charlie.

The Upholstering Dept., under the management of S. Holder, is kept very busy now, and is turning out considerable work, which is first class in every detail. This department has quite a lot of work that goes for the comfort of the Erie patrons, and this class of work is giving general satisfaction.

H. A. Polhemus is already figuring on new ideas for the next Master Car Painters' Convention.

H. Schaefer, foreman Pass. Truck Dept., heard the first robin in South Park on Feb. 19th.

A new furnace and bulldozer has been placed in the blacksmith shop. Quite an improvement in the turnout of that department, and Mr. Lubi, foreman, is keeping his department well in the front.

Norbert Freirt, clerk in charge of blue prints, is some handball player. Through his efforts, the Buffalo Haydens are in first position. He is right guard.

BRADFORD LIVE ONES.

E. F. Sheldon has resigned his position as baggage master and assistant ticket agent, and accepted a position as city passenger agent for the Wabash Railroad at Buffalo, N. Y. Mr. Sheldon was succeeded by Mr. J. B. Laughlin, night clerk at the freight house. Mr. E. Mackay was appointed night clerk to fill the vacancy of Mr. Laughlin.

H. Sorge of Hornell has accepted a position as clerk in the storekeeper's office.

Rev. Mr. R. McQuilkin, "our all-round man," and Mr. J. H. Burns, "Irisher," recently returned from a two-day trip to Buffalo.

Thomas A. Hynes, chief clerk of the Erie Railroad tariff bureau in New York, has been appointed assistant to the president of the New Jersey, Indiana & Illinois Railroad, with headquarters in New York. He as-

sumed his new duties on March 1. Mr. Hynes was formerly chief clerk in the office of the Erie division freight agent in this city.

Clarence Rider has resigned his position as clerk at "Bo." Shop to accept a similar position with Berney Bond Glass Co. in this city.

H. Sorge spent a few days at Cleveland.

G. Green, machinist's apprentice at shop, spent a few days at Buffalo.

We all join in sympathy for H. E. Tice in the death of his father, who died very suddenly at Hornell. Mr. and Mrs. Tice attended the funeral.

BUFFALO MACHINE SHOP.

It was with deep regret that we received the sad news, announcing the death of the daughter of our former storekeeper, Mr. Richard Bowers, which occurred on February 11th at the home of her parents, after a brief illness, and we take this opportunity of conveying to our associate and his family our heartfelt sympathy in their sad bereavement; and as a mark of respect a beautiful floral tribute representing "Gates Ajar," was dispatched to the home of the bereaved family.

Mr. Steve Drury has been appointed local agent of the "Railway & Locomotive Engineering Magazine," published by the Angus Sinclair Co. Steve has already got about 75 subscribers for the magazine, and if anyone else desires to subscribe for it, get your subscription in early, as Steve is waiting for you. All of the boys speak well of the Magazine, and, don't forget, a premium goes with each subscription.

The following letter of thanks was received from our former storekeeper, Mr. Richard Bowers, and family, under date of February 14th, 1913, addressed to friends and associates, Buffalo Machine Shop.

"Kindly permit me on behalf of myself and family, to convey to you our deep sense of gratitude for your kind expressions of sympathy in the loss of our beloved daughter, Bessie; also for the beautiful floral tribute which was received and considered exceedingly appropriate for the sad occasion. We would highly appreciate it, if you will arrange to have this letter forwarded to the editor of the Erie Railroad Employes' Magazine, in order that our feelings might be brought to the attention of all who may be interested thereby."

MEADVILLE SHOPS.

Washington's Birthday was duly observed by the Meadville Shops being closed for the day.

The monthly meeting of the assistant general foremen took place at Meadville Shops in February.

The agreement between the Bronze Metal Company and the Industrial Commission of the Chamber of Commerce has been signed. They agree to keep the plant running five years and employ not less than 100 employes. The plant at Warren and other points to be merged under the Meadville plant, it is expected, will employ upwards of 300 men.

Twenty-five class M 1 engines have been assigned to the Meadville Division.

The venerable galvanizer shack or shanty has been replaced by an up-to-date building, which will, after being painted, be a great improvement in the vicinity of the passenger station. It stands the same distance west of the site of the old structure. The ice-house has been removed to the West Yards.

The Wells-Fargo Express Co. building, which stands nearly opposite the passenger station, will be moved across Chestnut Street on line with the station building.

John J. Sheehan, gateman, was found dead at his post, on the 16th of February. Mr. Sheehan entered the employ of the Erie, then the A. & G. W. Railway, as machinist, in 1865, and remained as such until five years ago, quitting on account of ill health. Since then he has been employed as watchman and gateman. A widow and six children survive him.

Much sympathy is expressed for D. F. Booth, machine man, in the untimely death by falling from a telephone pole, of an only son. He was an electrician. A widow and one child survive him.

Twelve engines were turned out during the month of January, with T. H. B. repairs, and two of them were equipped with the Baker valve gear.

Messrs. Stewart, McFarquer and Scanlon, assistant foremen of Jersey City, Buffalo and Huntington Shops, respectively, visited the shops while in attendance at the monthly meeting.

CLEVELAND SHOPS.

Joe Palmer, foreman of tool room, made an unexpected visit to Stroudsburg, Pa., through the death of his brother-in-law.

Jerry Healy, Blacksmith, was on the sick list for several days, on account of a slight attack of La Grippe.

R. Munn, Shop Inspector at this plant, was transferred temporarily to Huntington, Ind., to help out on account of the rush of business.

J. J. Hughes, Car Clerk, was on the sick list a few days with a severe cold.

"Al." Svec, of the wrecking crew, was laid up several days with a severe attack of rheumatism.

Walter Q. Sullivan, Machinist Apprentice, was transferred to Meadville, on the recommendation of J. A. B., M. M., to take a course in the drafting department.

We all miss the presence of J. E. Taylor, Lumber Inspector, who has been confined to his home for over 2 months with a severe attack of lumbago. The chances are we will not see that veteran back on the job.

We all join hands in wishing T. E. Hart, Assistant Car Foreman, much joy on account of his marriage on Jan. 22. The happy honeymoon was spent in New York and Washington among friends and relatives, and all wish him God speed. The boys appreciate the brand of cigars. They were a tip-top brand.

An expression of deep sympathy has been conveyed to George Westall, one of the favorites among the "Old Timers" at the Cleveland Shops, by the entire force of workers. Mr. Westall suffered the loss of his wife, whose death occurred February 6th, at her home, after a lingering illness. Many were the deeds of kindness and words of sympathy received at the home during the illness of Mrs. Westall, from the clergy, friends and organizations of several kinds, not the least among which came from the employes and close fellow-workers of the Erie's Cleveland Shops. All of these Mr. Westall acknowledges with profound appreciation, and they have touched him deeply. The floral gifts sent before and after death were beautiful and numerous, and these were greatly appreciated by the bereaved husband. Mr. Westall, who has been for years correspondent for this Magazine at the Cleveland Shops, desires to express his full appreciation of all kindness received, through its columns.



Are You Writing for the Watch?

HAVE you asked your watch inspector to demonstrate the B. W. Raymond winding indicator? Then do so at once. When you have once learned the merits of this wonderful watch you will be able to write a prize winning letter. It is worth your while to see this splendid time-keeper whether you win the prize or not. In another week our advertising agents will select the winning letter and the writer's name will be announced in the April Erie Magazine.

If you enclose this coupon and 50 cents with your letter we will send you a handsome leather pocket-book that usually retails for a dollar.

ELGIN NATIONAL WATCH CO.
10 South Wabash Ave., Chicago

Enclosed find 50 cents for combination Billfold, Cardcase and Timebook.

Name _____

Address _____

_____

E. M. 3

ANOTHER MARK TWAIN STORY.

Mark Twain's story about Artemus Ward is one of his funniest yarns. One day when Artemus Ward was traveling, a man approached him in the train, sat down, and said:

"Did you hear the last thing on Horace Greeley?"

"Greeley? Greeley? said Artemus. "Horace Greeley? Who is he?"

The man was quiet about five minutes. Pretty soon he said:

"George Francis Train is kicking up a good deal of a row over in England. Do you think they will put him in a bastile?"

"Train? Train? George Francis Train?" said Artemus, solemnly. "I never heard of him."

This ignorance kept the man quiet fifteen minutes. Then he said:

"What do you think about Gen. Grant's chances for the Presidency? Do you think they will run him?

"Grant? Grant? Hang it, man!" said Ward, "you appear to know more strangers than any man I ever saw."

The man was furious. He walked off, but at last came back and said:

"You confounded ignoramus, did you ever hear of Adam?"

Artemus looked up and said: "Adam? What was his other name?"

ESCAPED THE BULLETS.

Dr. James Craik, who was Washington's family physician, was with the Father of His Country in the expedition against the French and Indians in 1754, and the next year he attended General Braddock in his fatal campaigning. Fifteen years later while exploring wild lands in the western districts of Virginia, Dr. Craik encountered a band of Indians led by an aged chief, who informed the physician through an interpreter that he had made a long journey to see Colonel Washington, at whom in the battle of Monongahela he had fired his rifle fifteen times and ordered all his young men to do the same. In fact, Washington had two horses killed under him that day, and his coat was pierced with four bullets, yet he left the battlefield unscratched.

Man is the sun of the world, more than the real sun. The fire of his wonderful heart is the only light and heat worth gauge or measure.—Emerson.

WALKING FOR BEAUTY.

Systematic exercise is an unknown quantity to many, yet it is as necessary to the development of a healthy body as is judicious eating. A brisk tramp taken in the right way will disperse depression and show one the joyousness of existence.

You can walk away from most ills of the flesh—bad digestion, bad circulation, liver troubles, anæmia and colds. Moreover, it is the finest thing in the world for the complexion, worth many visits to the beauty doctor.

At the end of an hour's vigorous tramp the skin fairly blooms with an exquisite ruddy glow that no cosmetics will produce. For the average person a daily walk of several miles, taken for the distinct purpose of exercising the muscles, with deep breathing to develop the chest, aerate the lungs and fill the blood with oxygen, is the best possible means of securing desirable results.

Take any form of exercise in the open air, especially the fresh morning air, for this acts as a tonic. Judicious exercise will improve the tissues, strengthen the constitution and add years to one's life.

GALION SHOPS.

Ernest Owens, piecework checker in Galion Shops for the past four years, has resigned to become a farmer. Ernest has the best wishes of his many friends for success in his rural undertaking.

H. G. Kinsey has succeeded E. W. Owens as piecework checker.

Engines 798, 784, 802, 1409 and 1172

SEWING MACHINE 50c PER WEEK. Easy payments to reliable people and at a low price. Write for my offer. FRED BIFFAR, 180 N. Dearborn St., Chicago. Ill. Offer No.

BROOKS' NEW CURE FOR RUPTURE

Brooks' Appliance. New discovery. Wonderful. No obnoxious springs or pads. Automatic Air Cushions. Binds and draws the broken parts together as you would a broken limb. No salves. No lymphol. No lies. Durable, cheap. Pat. Sept. 10, '01. SENT ON TRIAL. CATALOGUE FREE.



C. E. BROOKS, 1013-A State Street, Marshall, Mich.

are undergoing general repairs in the "back" shop.

The Erie Railroad has donated a strip of ground to the Galion Bronze Foundry Company. The company will erect a new and modern foundry on the site. This company is newly incorporated and bids fair to have a successful future.

Samuel Mellon, for a number of years a faithful employe in the Galion Roundhouse, died at Chicago, Ill., on Jan. 20. Burial was at Galion. Mr. Mellon resigned his position with the Erie several years ago, to take up his residence in Galion.

Despite the wintery weather, a force of workmen has been engaged in building and equipping a new lavatory and wash building. The building will be complete and up to date in all details when completed, and certainly will be appreciated by the shop employes.

L. Fenstumaker, of Cleveland, is the new foreman of the boiler shop, succeeding John Meyers. Mr. Fenstumaker will move his family to this city in the near future.

Offices of the North Electric Company, one of Galion's new industries, which give employment to over 400 people, have been installed in part of the second floor of the Erie station, formerly occupied by the division offices.

CINCINNATI DIVISION.

New yards are being built at Akron, which will increase the yard facilities and also give better working conditions. It will increase the capacity of the yards by 300 cars. Three 80-c. p. electric lights are being installed in the yards; one will be located on the water crane, one at the cinder pit, and one at the yard office.

The freight platform and freight house at Urbana are undergoing repairs. A new platform has been made, which will be much higher than the old ones, and the entire building is being overhauled, by making the office smaller, changing partitions, and making the freight storage room larger. The building is getting a fresh coat of paint.

A telegraph station will soon be opened at Kennard and Bowlesville, two small stations near Urbana. Up to this time there have been no operators at these points. Green Camp telegraph station will soon be made a night office. At the present time the office is open only during the day.



Is your watch Insured?

It costs no more to carry an insured wat than it does to carry one that is not insur

And you are then protected agai changes in railroad watch requirements.

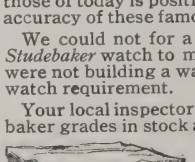
The SOUTH BEND Studebaker
RAILROAD WATCH

Every *South Bend Studebaker* watch which is insu by the manufacturers to pass railroad inspection five years to come.

The fact that we are insuring our *Studebaker* watc to pass future railroad watch requirements as wel those of today is positive proof of the high quality accuracy of these famous railroad grades.

We could not for a minute, think of insuring *Studebaker* watch to meet future requirements i were not building a watch that fulfilled every possi watch requirement.

Your local inspector has a line of these South St baker grades in stock and also a copy of the Insura



Certificate which the ma facturers give with ev Studebaker watch.

The next time you call your local inspector's have show you this Insurance C tificate—see for yourself h you are protected against b ing a new watch. Or write a specimen certificate. It save you the cost of a watch at some future date.

SOUTH BEND WATCH COMPAN
SOUTH BEND, INDIANA

FOR ALL ERIE EMPLOYES

These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

THE ERIE R. R. EMPLOYES' MAGAZINE

Room 1077, No. 50 Church St. - - New York City

☞ These advertisements are FREE to all Erie Employes.

3A KODAK AND CARRYING CASE, cost $21.50, will sell for $12, also have a hornless talking machine "B.Z.H." Columbia and twenty selections; new for $20. H. R. Raven, 506 Du Bois St., West Hoboken, N. J.

AUTOMATIC Razor Stropper. Strops both regular and safety razor blades. Nickel plated, genuine horsehide strop, reversible action. Attachment for all makes of safety razor blades. The best automatic stropper made. Why not enjoy shaving? Price, prepaid, $2.00. C. M. Roe, Erie Freight Office, Owego, N. Y.

A CLOSING OUT SALE of Single Comb Black Orpington Cockerels and Pullets. Prize winners at Hornell Fair and Poultry Show. No culls in the bunch. Must sell to make room. Address Wm. Martin, 170 Ferry St., Hornell, New York.

EGGS for setting, Rose Comb Brown Leghorns. Winter layers. Kulp & Morton strain. None better. One dollar a setting. F. S. Howard, Erie Oil Room, Hornell, N. Y.

ERIE WATCH FOBS FOR SALE.—Erie trade mark on a shield made into a finely designed gold plated watch fob. This is a fob that all Erie Employes appreciate. Send 50c. to F. L. Cogsil, 201 Euclid Ave., Cleveland, O.

FOR SALE—Thirty full-blooded white leghorn hens (yearlings); just the thing for breeders; also thirty nice cockerels for sale, cheap. M. J. Lynch, Operator, Caledonia, N. Y.

FOR SALE — Thoroughbred single-comb brown leghorn cockerels. Bred from winners and laying strain. Hatched in May. At one dollar and half each. G. W. Tamplin, R. F. D. 57, Sharon, Pa.

FOR SALE—Typewriter, Remington No. 6, recently rebuilt and in first class condition. Will sell cheap. Write Miss Bessie Pope, 2nd trick operator, Tocsin, Ind.

FOR SALE—A suitable factory site with two floors of 30 ft. x 80 ft. floor space on each, close to depot and railroad facilities, can load from track direct to building or vice versa. A bargain for anyone wanting to start in business in a good locality for cheap labor. Good reasons for selling. Apply to A. C. Eckert, Supt.'s Office. 109 Pavonia Ave., Jersey City, N. J.

FOR SALE.—Year old stock, or setting eggs from prize winning Single Comb White Leghorns or Barred Rocks. Settings of 15 eggs, $1.50. W. R. Springer, 120 E. Front St., Youngstown, O.

BARRED ROCKS and Silver Laced Wyandottes. Eggs for hatching, 75 cts. per 15. J. E. McMunn, Clerk, Greycourt, N. Y.

FOR SALE—Winchester Rifle, nearly new, 16 shot. J. C. Reynolds, Operator, Cuba, N. Y.

FOR SALE—A House and Lot. House in good repair, vacant lot adjoining with fruit. A fine place for poultry raising. Situated in the City of Hornell, N. Y., 385 Fairview Ave. Inquire or address M. J. Marvin, 417 Rose Ave., Hornell, N. Y.

FOR SALE—One second hand Dodges transmitter, complete with records containing from 8,000 to 10,000 words, good as new. Original cost $50. Will sell for $10. Write F. E. Wallace, Pulaski, Pa.

FOR SALE—1911 Indian motorcycle, single cylinder, free engine. Can be seen any time. Address H. A. Kelm, 342 East 66th Street, New York.

FOR SALE—Belgium hares, rabbits, red and white, gray and white. Prices reasonable. Write to H. Goodwin, 565 E. 18th St., Paterson, N. J.

FOR SALE—A fine lot of free ranged, single-comb White Leghorn Cockerels from reliable stock, $1.00 to $2.50, according to maturity and points. Wrte me. C. M. Forbes, agent, Peoria, Ohio.

FOR SALE.—Black Langshang Eggs for hatching, $2.00 per 15. Prize Winner. G. W. Burns, 376 Grove Ave., Galion, Ohio.

FOR SALE—Edison Kinetoscope complete; adjustable stand, 16 ft. screen and supports; Edison production—Passion Play, 3 reels, 2 extra reels, special lecture, 12 slides—Holy City. Outfit packs in 34 in. Taylor trunk included. Used less than month. Address G. D. Sheasley, Meadville, Pa.

OWEN FARMS Single Comb Buff Orpingtons. Book your orders for immediate and future delivery of eggs and baby chicks. Eggs $5.00 and $3.00 per 15. Choice stock for sale. My pens are headed by males bought direct from Owen Farms. C. W. Roe, 50 Ellsworth St., Hornell, N. Y.

UTILITY AND EXHIBITION. — Single Comb Buff Leghorn and Rose Comb Rhode Island Red, Baby chicks and eggs for sale; prices reasonable; for full particulars address, F. M. Marvin, Bartonsvile, Pa.

OPPORTUNITY—Private lessons in telegraphy and Stenography to a limited number. For terms apply to E. J. Birmingham, 73 Summer Street, Passaic, N. J.

PAINT SHOP EMPLOYE would like to hear from anyone having Golden Poland Chickens or eggs for sale. F. H. Ash, Shermen St., Meadville, Pa.

WANTED TO BUY—Second hand typewriter. Must be in good condition. For terms and further information apply C. B. Courtright, agent, N. Y. St., White Plains, Pa.

WHITE Plymouth Rocks, Fishel Strain Direct. Winners wherever shown. Eggs for hatching a specialty. Send for mating list. J. H. Carroll, Operator, Leetonia, Ohio.



No. 225 Belgian Parlor Lamp
Complete with shade, each $4.50
F. O. B. New York

Did it Ever Occur to You

that the use of the kerosene oil lamp is an antiquated custom? If so, let us correct this view, as it is a fact that in a majority of the modern homes, which are piped for gas and wired for electricity, you will find that for reading purposes the kerosene oil lamp is generally used.

By the use of the Belgian Parlor Lamp, as illustrated, the light rays are spread directly over that small area surrounding the table, and none of the illuminating efficiency is spent on the ceiling as is the case where the chandelier is in use.

Attractive designs, 43 candle power light, and a FIVE YEAR GUARANTEE against any defects. The "Belgian" is the highest type kerosene oil lamp on the market.

THE DRESSEL RAILWAY LAMP WORKS
3860-3880 Park Ave. New York City

BROWNING, KING & COMPANY

Cooper Square, Opposite Cooper Union,
NEW YORK CITY.

...OFFICIAL TAILORS TO...

The ERIE R. R.
The N. Y., N. H. & H. R. R.
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And many other of the leading railroads and steamship lines.

Asbestos and Magnesia Materials

RAKCO Brand Throttle and Air Pump Packings.
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26 Sizes

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Jefferson Unions

ARE PERFECT UNIONS

That name "Jefferson" on the nut is your safeguard against a leak in the line. It has proven the end of union troubles for many a man—it will do it for you. Beware of substitution. Insist on getting the genuine Jefferson.

There's an exclusive feature about Jeffersons that gives them their way-up superiority—there's a **brass ring** imbedded in the iron **away** from the **runway**—a patented feature.

There's no chance for steam to reach it—no chance for injury by pipe ends. It cannot be influenced by expansion or contraction. That brass ring means **a perfect joint.**

There's a sloping shoulder on the swivel end, which is of assistance in connecting pipes when they are slightly out of line.

The malleable iron pipe ends are made from air-refined malleable iron—the finest we can buy. We use the greatest care in selection.

Ask your dealer to show you a Jefferson Union, but be sure the name "Jefferson" is on the nut, it is a sign of protection.

We've a booklet of Jefferson information you'll appreciate. Write for it.



Look for the name on the nut.

M. F. SMITH, 62 Gold Street
New York Agent

Jefferson Union Co.

37 Fletcher St. Lexington, Mass.

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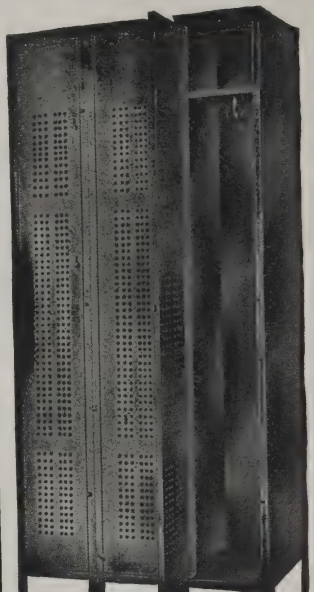
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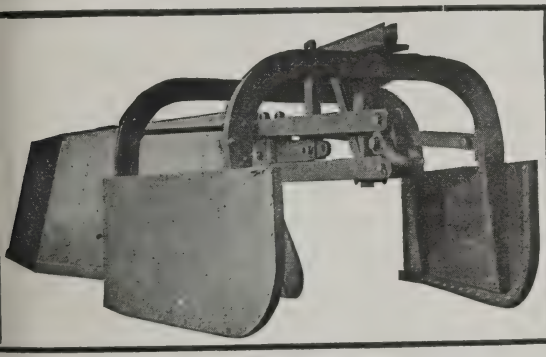
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Malleable Iron Body; Crane Hard Metal Trimmings. Valve opening 2¼ inches, Two-inch Boiler connection. Wearing parts renewable. Seats self-cleaning. Closes automatically with the pressure; impossible to stick open.

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600, 1,200, 2,000
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1,000, 1,800, 10,000 **Tons**

General Repairs on Wooden and Iron Vessels . . .

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Operating Mines in the Hocking Valley, Ohio, Sullivan County, Indiana, and in the Carterville, Springfield and Fourth District of Illinois.

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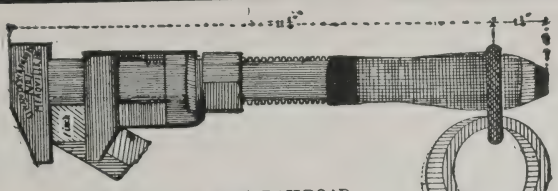
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PHILADELPHIA, PA.



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STANDARD ON ERIE RAILROAD

REMEMBER, OUR IRON HANDLE WILL NOT BREAK, BEND OR SPLIT

cial Construction, Correct Proportions, erior Materials, with no parts to be ily damaged, to get out of order, or lost -has made UWANTA the most DURABLE ench built.

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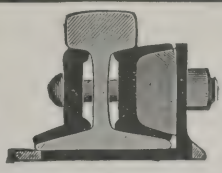
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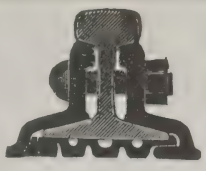
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New York, March 11, 1912.

Mr. C. P. Utley,
Manager Railway Commercial Training School,
Elmira, N. Y.

Dear Sir:

Referring to the Railway Commercial Training School:

We find that this school is well equipped for the purpose which its name signifies. 225 students from this institution have been employed on the Erie Railroad in the capacity of station agents or assistants, and the service they have rendered give unqualified endorsement of a thorough training and efficient education.

We find the students from this school have a knowledge of the practical features of this character of work which enables them to successfully handle the affairs of a station within a short time after their initiation in the service. The character of the methods which you employ give the pupils an unusual fitness for the work, which under ordinary circumstances, would take years to acquire, and their efficiency gives evidence of the employment of experienced educators.

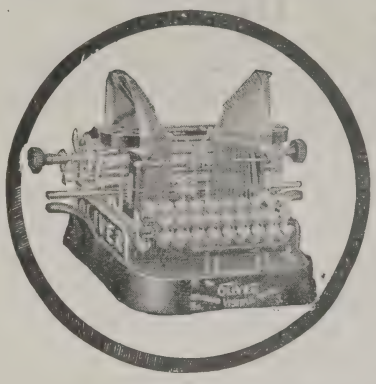
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Read this offer carefully. It is intended to give you just what you want—a dependable, standard, visible typewriter at a price consistent with your requirements, and on terms convenient. Our method marks an epoch in the typewriter industry. Heretofore, the only machine available at this price or near this price, were inferior grades, which few wanted, or else a second-hand machine in questionable condition.

The typewriter that we offer is the famous, genuine No. 3 Oliver complete with every perfection, every device that ever went out with this model at the makers' standard price.

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We do not ask or expect any money from you until after you have used the typewriter and it has proven to be just what you want—the best typewriter for your purpose.

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VISIBLE WRITING.—The Oliver No. 3 is a visible writer—every letter is in plain sight as soon as printed, a necessity to those who compose as they write.

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If you do not find it to be a satisfactory typewriter—if you do not find that it meets with your every requirement, that is is perfect in every detail and the best typewriter you ever saw, you are not obliged to keep it, and we pay the transportation charges back.

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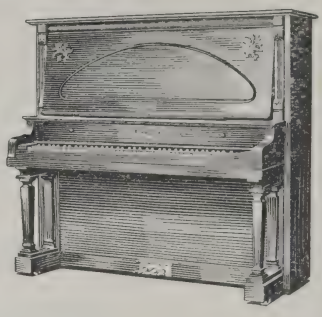
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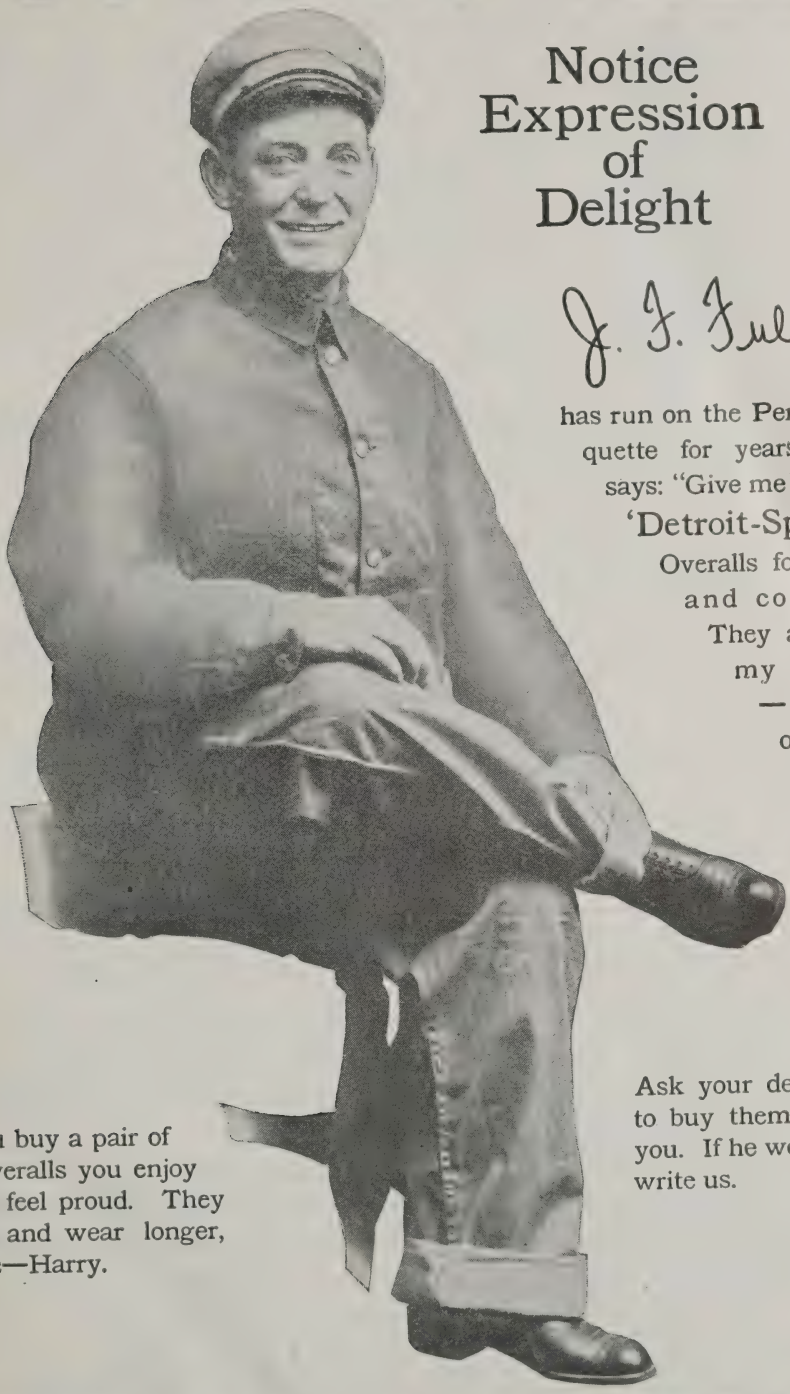
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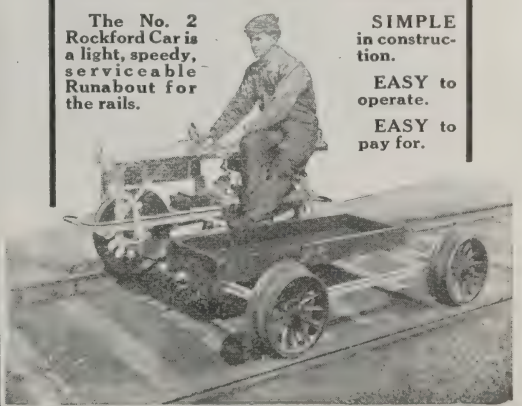
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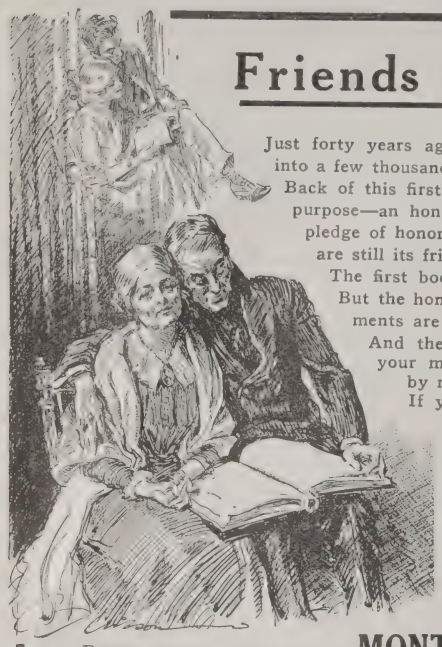
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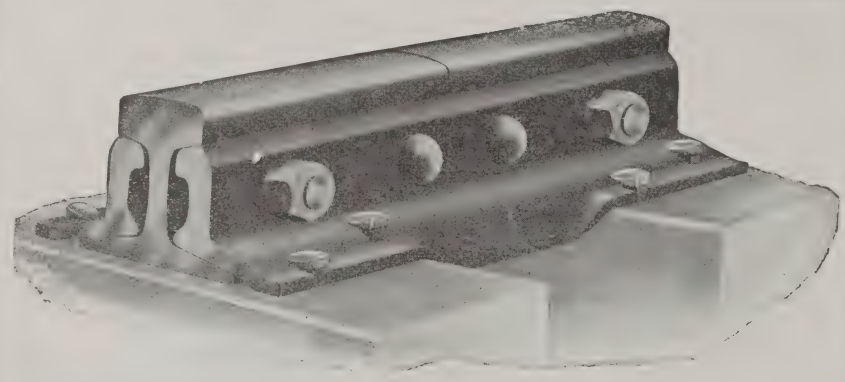
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THE ERIE RAILROAD EMPLOYES' MAGAZINE

Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 50 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 9. APRIL, 1913. No. 2.

EFFICIENCY IN THE ERIE'S MAINTENANCE OF WAY DEPT.

IN THE sure and persistent pursuit of a better railroad, the Erie, for the past five years, has been giving special attention to its Maintenance of Way Department, and today it stands as high in efficiency as any other railroad in this country. This is due to several reasons, the principal one being eternal vigilance. Hard, earnest and honest effort, coupled with operating under a well-planned system, are other reasons why the Erie excels in this one department.

Efficiency is the direct aim of the engineers of this department, and they are gaining it by pursuing the work in accordance with the most approved methods of today.

No train can ride smoothly over a roadbed where low joints prevail, and this feature of maintenance is given special attention; in fact, low joints are being watched so closely that they are few as compared with the conditions that prevailed previous to the time when efficiency became the slogan of the Road Department. This fact explains why the Erie lays undisputed claim to being a fast freight line; it has the freight to carry and a splendid and safe roadbed over which its trains are operated. This policy has come to remain as part of what is being done to make the historic Erie second to none among the great railroads.

As an example of efficiency, it may be stated that on the new low-grade line between Hunts on the Buffalo Division and Cuba on the Allegheny Division—37 odd miles—an inspection trip developed but 5 low joints, an unequalled record for this mileage. On other parts of the Main Line low joints have been reduced more than one-half, and the track force is pursuing them with relentless energy, so that in the near future no other railroad will be able to boast a finer track than the Erie.

It may be considered a compliment that other roads have sent their engineers to consult with those of the Erie in reference to certain features of maintenance, and today Erie methods are in force on those roads.

So perfect has become the system of laying out and accomplishing work, that inspectors sent by the authorities to look it over, have invariably found matters to have been as represented, even on work that had been laid out months in advance. These inspectors have been astounded when they found small details carried out with precision, and were impelled to become facetious at the Erie's accuracy.

During the past four years there has been developed in the Maintenance of Way Department of the Erie Railroad an improved and comprehensive management system to promote efficiency by extending supervision of the engineer of maintenance directly over all of the work of the department, by placing all work in a definite schedule and under a fixed methods of procedure, and by concentrating to the greatest possible extent the experience of all men in responsible positions in this branch of the work for the general good of the department. The plan aims to keep the roadway and related structures up to a high standard of maintenance with minimum consistent expenditure. It represents the application in one important department of a principle which is being extended over the entire operations of this road, that of getting the greatest possible value out of a dollar's expenditure. New plans for

improving efficiency in the mechanical and operating departments also are now being followed.

The fundamental parts of the new plan for the maintenance-of-way department have been in operation from two to four years, so their utility is now quite well established and the working details are practically completed. These details are being formulated with a view to give greater assurance that thoroughness is extended to all parts of the work and that the desired standard of work is maintained. Economy is sought in the reduction of effort in the accomplishment of a given result in the different operations which make up the routine work; in lengthening the useful life of materials employed and in the elimination of unwarranted experiments. Working methods are continually studied in this connection, so that improvements may be introduced as fast as their value is demonstrated.

In general, these results are accomplished by a system in which reports and recommendations are made to the engineer of maintenance of way on the basis of local inspection by division officials, the recommended work being then personally inspected by the engineer of maintenance and a complete detailed program made of the authorized work for each season, by which the division engineers direct their operations. The methods of carrying out this work are standardized as far as practicable. Meetings of the principal division employes at the end of the season, attended by the engineer of maintenance of way, serve to summarize the results and experiences of that season, and to apply them to the production of better results in the following season.

Plan of Inspection.—In the preliminary work on each division, regular inspections are made by bridge inspectors, track foremen and supervisors, and all matters needing attention in their estimation are placed in a report to the division engineer on forms provided for the various classes of work. The bridge and building inspections are made monthly and quarterly by the inspectors, and by the master carpenter semi-annually in May and November. Records of these regular inspections are made in a report book carried by the inspector, which contains a number of blank forms. A sheet is provided for each structure, showing all items to be noted in its examination. Instructions are printed in the book, explaining how an inspection should be conducted on different kinds of structures. These reports are filed in the office of the division engineer.

In August the division engineer goes over all structures in company with the master carpenter and prepares a report which contains data similar to that included in the regular inspector's report. This is sent to the division superintendent, who forwards it to the engineer of maintenance before Sept. 15. Other inspections are also made by the division engineer where special conditions require them.

Track and roadway inspections for the determination of new work are made in the spring, as soon as the frost is out of the ground, and are conducted similarly to the bridge and building inspections, the supervisors reporting to the division engineer. In the preparation of his recommendations on this work, the division engineer is guided by his office records and his knowledge of the conditions on the division and where the conditions or the extent of the work require it he makes a personal inspection. A report on ballast and ties and one on rails is submitted to the engineer of maintenance of way.

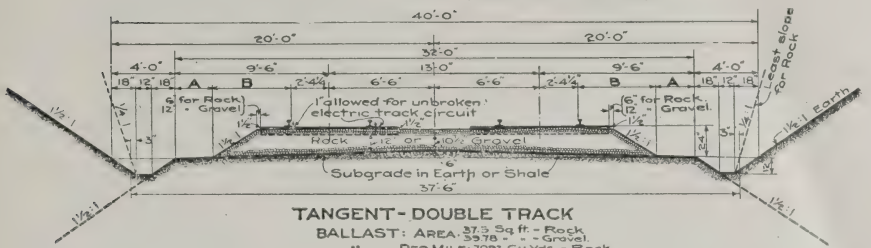
When the bridge and building reports from all divisions have been received in the office of the engineer of maintenance of way, a joint inspection by the maintenance of way department and the engineering department is made for the authorization of work to be done. This trip is started during the first ten days of October and usually occupies about a month. The inspection party includes the engineer of maintenance of way, the engineer of bridges and other officials whose work is related directly to roadway and structures. Each division engineer goes over the proposed work on his division with this party and the improvements listed by him in his recommendation to the engineer of maintenance of way are discussed. Certain of these are approved and others are deferred, according to the judgment of the engineer of maintenance, the estimates of material and labor being checked on the approved work. The engineer of maintenance of way makes a complete record of the proceedings and approved work on each division at the time of the inspection, this record being used later in the preparation of a general improvement program in his office. If he revises

ERIE RAILROAD COMPANY.

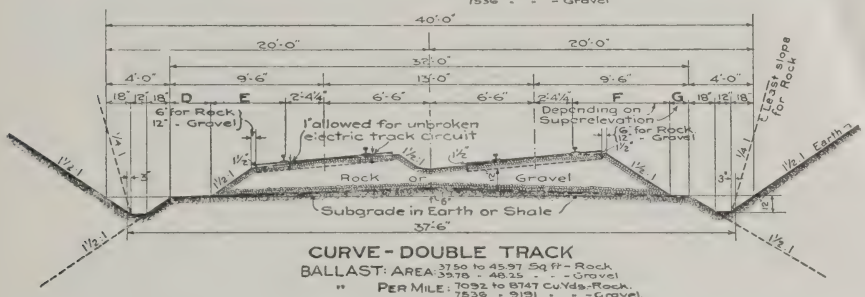
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D { 1 ft. 9 in. to 2 ft. 3 in. for Gravel. / 2 ft. 3 in. to 2 ft. 9 in. for Rock.

E { 4 ft. 4 3-4 in. to 4 ft. 10 3-4 in. for Rock. / 4 ft. 10 3-4 in. to 5 ft. 4 3-4 in. for Gravel.
F { 4 ft. 10 3-4 in. to 6 ft. 4 3-4 in. for Rock. / 5 ft. 4 3-4 in. to 6 ft. 10 3-4 in. for Gravel.
G { 9 in. to 2 ft. 3 in. for Rock. / 3 in. to 1 ft. 9 in. for Gravel.



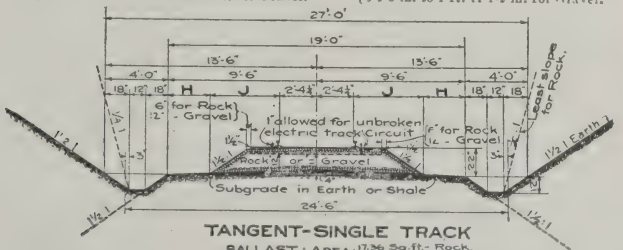
TANGENT - DOUBLE TRACK
BALLAST: AREA: 37.5 Sq ft. - Rock
39.78 - " - Gravel
" PER MILE: 7092 Cu. Yds. - Rock
7536 " - " - Gravel



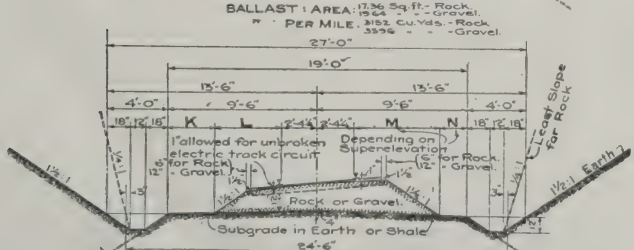
CURVE - DOUBLE TRACK
BALLAST: AREA: 37.50 to 45.97 Sq ft - Rock
39.78 - 48.25 " - Gravel
" PER MILE: 7092 to 8747 Cu. Yds. - Rock.
7536 " 9131 " " - Gravel.

H { 2 ft. 5 1-2 in. for Rock. / 1 ft. 11 1-2 in. for Gravel.
J { 4 ft. 8 1-4 in. for Rock. / 5 ft. 2 1-4 in. for Gravel.
K { 1 ft. 5 1-2 in. to 2 ft. 11 3-4 in. for Rock. / 1 ft. 11 1-2 in. to 2 ft. 5 1-4 in. for Gravel.

L { 4 ft. 2 1-2 in. to 4 ft. 8 1-4 in. for Rock. / 4 ft. 8 1-2 in. to 5 ft. 2 1-4 in. for Gravel.
M { 4 ft. 8 1-4 in. to 6 ft. 2 1-4 in. for Rock. / 5 ft. 2 1-4 in. to 6 ft. 8 1-4 in. for Gravel.
N { 11 1-2 in. to 2 ft. 5 1-2 in. for Rock. / 5 1-2 in. to 1 ft. 11 1-2 in. for Gravel.



TANGENT - SINGLE TRACK
BALLAST: AREA: 17.36 Sq ft. - Rock.
19.64 " - " - Gravel.
" PER MILE: 3152 Cu. Yds. - Rock
3596 " - " - Gravel.



CURVE - SINGLE TRACK
BALLAST: AREA: 17.36 to 23.68 Sq ft. - Rock.
19.64 " 24.98 " " - Gravel.
" PER MILE: 3152 to 4192 Cu. Yds. - Rock.
3596 " 4650 " " - Gravel.

the recommendation of the division engineer on a structure, the details of the work as revised are entered in this record.

Schedules of Season's Work.—When the inspection of all divisions is completed, a general schedule for the next season's work is prepared in the division office on the basis of the original recommendations and the revisions made by the engineer of maintenance of way. Copies of the schedules for each division are received at the headquarters office and are bound into a general improvement program, which is submitted to the general superintendent for approval. The sheet for each division on the bridge and building program lists all structures on which work is to be done. Each item of repairs is entered for this structure with the necessary labor and materials. Separate columns are provided on the sheet for the different kinds of work necessary for the repair of such structures. For example, under a certain bridge entered for repairs, there may be listed the pointing of abutments, painting and renewal of a number of ties. The estimated expense of labor and material on the first item would appear under a column headed masons, the second under painters and the third under carpenters. The total cost of all work on that structure would appear in a column of totals on the right of the sheet, while the total of any of these classifications of work on all structures on the division would appear at the foot of corresponding column. As the work on this program is reported to be finished by the division engineer it is checked off on the sheet.

Programs of a somewhat similar nature are made up for ballasting and ties and for rails. In the case of the ballast and ties, there is a sheet for each division on which the location and extent of all work of this character is noted. On this sheet a column is given to each month in which work of this character is done and a certain amount of it is assigned, together with a specified number of gangs.

The program for rail renewals is very similar to that for ties and ballast, showing the location, extent and gangs required.

Use of Standard Practice Cards.—The labor estimates used in making up these programs are obtained from standard practice cards covering various subdivisions of the work of the Maintenance of Way Department. These cards are prepared from the experience of the department over a long period of observation in each of the processes treated. Sets of cards furnished to the foremen direct them in the conduct of all routine work in certain predetermined ways and with predetermined forces which have been found to be most economical.

The standard practice cards are printed in plain bold type on white index cards, 4x6 in., provided for binding in a loose-leaf binder. Each card treats of one detail of the work under a subdivision. For example, one card will treat of laying rail, showing in detail the force to be employed, specifying the duties of the various men and describing the method to be followed. Another card is devoted to loading and unloading rail, showing the force required, the positions taken by the men and the method followed. Ballasting, tie inspection, tie renewals and other operations are similarly treated. Other cards show maintenance of way standards with drawings and outline the progress of a season's work by regular section forces in such manner as to carry on the work most effectively and to reduce losses of time.

Conduct of the Season's Work.—In following out the maintenance-of-way program in a season's work it is required that everything be completed according to the schedule, but it may be completed in advance. If the latter is the case, the increased speed acquired may be the result of some special local effort, which may be discussed at the division meeting later on, so as to lead to general improvement in the working methods in this particular respect. Daily reports from the division engineers to the engineer of maintenance keep the headquarters office closely in touch with the progress of the work on the various divisions. Materials are provided as demanded by the program, and delays in shipment are eliminated by the advance information which it gives in regard to the supplies needed. The ballast and tie records show accurately the amounts of those supplies required at any point within a given month, and arrangements for rail renewals are similarly outlined. Relaying rail is stored in three classifications upon its removal from the track. This work is simplified by having the supervisor caliper the rail immediately upon removal and mark it at that time as follows: One, two and three stripes

of paint across the head, respectively, for rails suitable for reuse in main track, side track and discards, respectively.

In the schedules of bridges and buildings, ballast and ties and rails, the engineer of maintenance of way has a condensed record to which he may refer at any time to learn what work is being done on a certain division, what progress has been made in this work, what forces and materials are being employed at any point at a given time. The division engineer and each of his assistants has a definite program and plan of operation by which they direct their work, enabling the forces to carry it out in a manner which has been selected as being most efficient and to do so without delays.

Discussion in Division Meetings.—A feature of the annual inspection trip of the engineer of maintenance of way is the practice of holding meetings of the division employes to discuss matters which have come up in connection with the season's work. At these meetings from 30 to 100 men are present, including the division engineer, supervisors, foremen and others. They are usually held at a dinner, and the men are given an opportunity to mingle and take advantage of the social as well as the practical opportunities of the gathering. In going over the recommended work on the division, the engineer of maintenance has also inspected the work of the season just completed, and he reviews this in the meeting, asking for a general discussion from all those present. Methods of handling detail work and the experiences and opinions of the men are brought out in these discussions and are recorded in minutes for further consideration in the headquarters office and in the division offices. These meetings are an important factor in developing means of carrying out work in the manner best suited to the local conditions on a particular division. They also frequently bring out or modify points which are incorporated in the standard practice cards and thus bear a direct relation to the fixing of cost on certain details of the work on that division. The practice of holding division meetings has now extended over a period of about two years, and the men show an interest in this phase of the work, which indicates that they will continue to be an important part of the plan.

ROBERT CLEMONS FALCONER.

By reason of the resignation of Mr. H. H. Althouse, Chief Engineer of the Erie Railroad Company, the duties of that office are now being performed by Mr. Robert C. Falconer, Superintendent of Construction.

Robert Clemons Falconer was born at St. Mary's, Elk County, Pa., March 21, 1874. He was graduated from the University of Wisconsin in civil engineering class of 1895 with degree of B. S. C. E. From July, 1895, to November, 1897, he was employed as Draftsman with Purdy & Henderson, Structural Engineers, of New York City. From November, 1897, to January, 1899, with the Cambria Steel Company of Johnstown, Pa., as Designer of steel work for factory and office buildings.

From January, 1899, to May, 1901, he was employed on Pennsylvania Lines west of Pittsburgh as Transitman, in charge of third and fourth track work between Allegheny and Conway Yards, Pittsburgh track elevation and various other work.

From May, 1901, to November, 1902, with the American Bridge Company, as Contracting Engineer, with headquarters at Pittsburgh. From November, 1902, to July, 1903, Superintendent of Pittsburgh Zinc Company, in charge of all prospecting work. July, 1903, to December, 1904, Contracting Engineer for the Walton Iron Company of Cincinnati in the capacity of Designer and Chief Draftsman, as well as Contracting Engineer.

December, 1904, to October, 1905, with the McClintic, Marshall Company as Designer of bridges and buildings. From October, 1905, to October, 1911, with the Erie Railroad Company as Assistant Engineer, in charge of various important surveys and construction work. From October, 1911, to October, 1912, with the Erie Railroad as Division Engineer of the New York Division.

From October, 1912, to February, 1913, with the Erie Railroad as Principal Assistant Engineer, Lines East. From February, 1913 to date, with the Erie Railroad as Superintendent of Construction, with duties of Chief Engineer.

Mr. Falconer is a member of the American Railways Maintenance of Way Association and American Society of Civil Engineers. Place of residence is at Montclair, N. J.

Many a man shortens his days by lengthening his nights.

FINE FEAST AND ORATORY.

The annual banquet of the Railroad Men's Improvement Association was held at the St. Denis Hotel, Broadway and 11th St., New York City, on the evening of March 8th, and was a grand success, as well as an enjoyable event.

About 170 persons were present and the various departments of the railroad were well represented. A number of invited guests were present and a feeling of good fellowship prevailed. Public Service Commissioner Maltbie and John Purroy Mitchel of the New York Board of Aldermen, were present and made interesting addresses. Among the other gentlemen who spoke were the following: G. N. Orcutt, R. H. Wallace, C. P. Crawford, Harrison Williams, H. C. Barlow, A. J. Grymes, C. F. Case, A. P. Disbrow, Erie R. R., and W. C. Hope of the C. R. R. of N. J.

PROOF THAT COURTESY PAYS.

The following interesting article recently appeared in the *Toledo Times* under the caption "Courtesy." It was sent to the Editor of this Magazine by an Erie Traveling Bridge Inspector. He said in his letter: "Please note the clipping. It sounds good to me, as I have known Mr. Wallace since he was a little boy and the statement is every word true."

The article reads:

To some courtesy may seem a lost art, little worth bringing back. But it is not. Courtesy is one of the old line arts that dies only with the man or the business. For the rise of many a man and business has started with it.

Take time to be courteous.

Emerson once wrote: "Give a boy address and accomplishments, and you give him the mastery of palaces and fortunes wherever he goes." Courtesy is of more value to a man than a thousand letters of written recommendations. Courtesy is an asset of more power than money or influence.

Take time to be courteous.

A few years ago, a young man by the name of Wallace stood behind a railroad office window in Oil City, Pennsylvania, as a ticket agent. But he didn't stay all the time. When he saw a chance to render a courteous favor by delivering tickets direct to a customer, he delivered the tickets.

Also, he sought out new ways of giving service. Business grew. A bigger job came after him. Then a bigger one. Today, still a young man, he is general passenger agent for the entire Erie Railroad. He may be its president some day. All through courtesy.

Take time to be courteous.

Courtesy lightens the burdens of toil. Courtesy demands respect. Courtesy is a little brother to opportunity and follows her around through the hours of the busy day. Courtesy always leads a man higher up.

Take time to be courteous.

The courteous office boy, the courteous clerk, the courteous stenographer, the courteous manager, the courteous leader at big tasks—whoever heard of such a one not growing, not climbing into bigger things? Think over these things. For it is tremendously worth while to—

Take time to be courteous.

THE ERIE'S CONSCIENCE FUND

About nine o'clock Monday morning, March 3d, a gentleman came in Buffalo City ticket office and said he wished a half ticket to New York. He was asked if it was intended for a child under 12 years of age, and stated it was. After getting the ticket, he said to the clerk: "Now, what is the quickest way in which I can get rid of this?" The clerk, thinking he was joking, said the quickest way would probably be to tear it up, which the gentleman promptly proceeded to do, and then went outside and threw the bits of paper in the gutter.

He came back and seemed considerably perplexed, finally saying "that was conscience money. Some months since, I took my boy to New York, paying half fare. I have just found out that he should have paid full fare, so I bought the other half ticket."

Party's name is not known, but he is a Buffalo business man. The check given by him on a Buffalo bank for the ticket was perfectly good.

FIFTY YEARS AGO.

One of the Chicago newspapers in its column of "News Fifty Years Ago," recently contained this interesting item from its issue of December 31, 1862:

"George M. Pullman, of the firm of Pullman & Moore, house raisers, is experimenting with what he calls a 'palace sleeping car.' The wise ones predict it will be a failure."

The man who tells a woman she is his very life may realize how uncertain life is.

THE ERIE RAILROAD COMPANY'S MEMPHIS, TENN., AGENCY.

By C. M. Owen, General Agent, Memphis, Tenn., Who Styles Memphis the "Open Door to the Southwest."

THE Memphis agency was established Sept. 1st, 1894, with Mr. Harry H. Cage, as Southern Agent, Erie Despatch, with a Traveling Passenger Agent and Stenographer. The territory then covered the States of Arkansas, Alabama, North and South Carolina, Georgia, Florida, Mississippi, Louisiana and Tennessee.

Subsequent development has necessitated the establishing of additional agencies, with territories taken in part from the original Memphis agency, as outlined in articles appearing in this publication from time to time, such as the Birmingham and St. Louis agencies, and the jurisdiction of the Memphis agency is now reduced to the territory outlined at conclusion of this article. The force of the Memphis agency now consists of C. M. Owen, General Agent; W. B. Durritt, Traveling Freight Agent, and E. H. Claypool, Contracting Agent, with a combination clerk and stenographer.

Lumber and cotton are the principal commodities, though there is considerable traffic in iron ore, marble, phosphate rock and cotton seed products, moving to eastern markets.

In the vast territory roughly surrounded by Dallas, Kansas City, St. Louis, Louisville and New Orleans, Memphis is the one great live Cosmopolitan City, and the steadiness and solidity of its growth may be appreciated from the fact that Memphis has never had a "boom." There have never been periods of speculative frenzy and no periods of crushing despondency. This steady growth has been the result of the advantages offered by the city for the economical manufacture and distribution of its products. In fact, it is a growth by service to its territory, rather than a mere growth with that of the surrounding country.

One of the characteristic things which the stranger observes in Memphis, is the frequent use of the names DeSoto and Gayoso. It was on the high bluffs, formerly called the Chickasaw Bluffs, where Memphis now stands that the Chevalier DeSoto viewed, as the first white man, the vast expanse of the Mississippi River. It was on this same bluff, nearly a century later, that Governor Gayoso built and occupied the fort, unfurling the flag of Spain in token of Spanish possession of the immense territory included in the Mississippi Valley. Streets, hotels, business institutions, etc., in great number, bear the names of these historical personages.

Memphis is the pulsating heart of the great southern half of the Mississippi Valley. The life blood of commerce reaches to and returns from every portion of the great southern plain, built up in past ages from the rich soil washed from a continent by "The Father of Waters" and its tributaries. Ten main lines of railroad center here, bringing annually nearly



C. M. OWEN.

a million bales of cotton to Memphis, making it the largest interior cotton market in the world. Twenty million acres of standing timber will, for many years to come, continue to make Memphis the largest hardwood lumber market of the country.

These statements are not the mere boasts of an enthusiastic railroad representative, who desires to boost the territory which he serves, but are the disinterested statements of the government officials at Washington. Memphis is also the center of the production of cotton seed oil and cotton

seed products of various kinds. The ten trunk line railroads, referred to above, operate seventeen distinct lines in and out of the city, and offer service unexcelled in the United States. Three belt lines connecting with all the railroads, furnish unrivalled advantages for switching purposes and afford thousands of valuable sites for factories, warehouses and distributing agencies of every kind, without forcing these institutions into congested districts, or compelling them to locate in the heart of the city where land values are so high. On the other hand, most of such institutions are usually located advantageously outside of the city limits, thus exempting them from city taxes.

The census of 1910 shows a population of 131,000, but as the census did not cover the manufacturing enterprises along the belt lines referred to above, these figures do not represent the real population of the city, which approximates 160,000. This has greatly increased in the two years which have elapsed since the census was taken.

In a strictly commercial way, Memphis enjoys advantages for cotton storage, not afforded elsewhere. The Memphis Terminal Company provides for cotton shippers the largest, most complete, scientific and satisfactory cotton storage system in the world, and sufficient to store under cover all the cotton handled in Memphis in a season.

Figuring cotton at an average weight of 500 pounds per bale, the storage capacity of the Memphis plant is 200,000 "Flat Bales" or 266,666 "Compressed Bales." A compressed bale is one-third smaller than a flat bale, weight being the same. This equals 4,000 cars of flat cotton or 2,000 cars of compressed cotton, or 25,000 tons.

The plant consists of the following: 183 reinforced concrete warehouses, covering 28.3 acres; 3 inbound receiving sheds covering 2.3 acres; 4 compress rooms and compresses, covering 8.2 acres; 6 reinforced concrete F. O. B. buildings, covering 8.3 acres; 24 sheds with corrugated iron roofs, covering 24 acres; 1 receiving shed for country wagons; 2 reinforced concrete boiler houses; 1 reinforced concrete reservoir, capacity 270,000 gallons; 1 twelve-inch artesian well flowing 700 gallons per minute, with reinforced concrete pumping station equipped with two 1,000 gallons underwriter's pumps. Railroad tracks owned by themselves and connecting with all other railroads contiguous to their property. Overhead monorail gravity trolley system operated throughout the plant. Total area under reinforced concrete, 43 acres. Capacity for unloading cotton from cars to storage warehouses, 16 cars per hour.

While the 1912 season's cotton crop in Memphis territory is estimated to be thirty per cent. short for an average, and lumber movement considerably curtailed by the overflow of the Mississippi River, and its tributaries, in conjunction with excessive rains in the interior, the general volume of business originating in the territory is growing.

In conclusion would suggest that eastern agents can be of assistance to the Memphis agency, and the Erie Railroad, as a whole, if they will have consignees instruct shippers of lumber in Memphis territory to route via Erie Railroad, rather than simply specify Erie delivery, which might mean no more than a mere switching proposition at point of delivery. Competition in Memphis is perhaps even more severe than is usual, owing to the fact that there is such a diversity of routes over which freight may be handled to the east.

The jurisdiction of General Agent Owen, covers territory as follows: Entire States of Mississippi and Louisiana, Arkansas, east of St. Louis and Southwestern Railroad, Tennessee, west of Louisville & Nashville Railroad Line, through and including the city of Nashville.

RIGHT KIND OF BAIT.

A Methodist bishop was recently a guest at the home of a friend who had two charming daughters. One morning the bishop, accompanied by the two young ladies, went out in the hope of catching some trout. An old fisherman, out for the same purpose, wishing to appear friendly, called out:

"Ketchin' many, pard?"

The bishop, drawing himself to his full height, replied: "Brother, I am a fisher of men."

"You've got the right kind o' bait, all right," was the fisherman's rejoinder."

It is as necessary to rely on self as to trust others.

Peaceful agitation is always more effective than violence.

IN THE STILLNESS OF NIGHT

Most people in this world SLEEP during the still hours of NIGHT. That seems to be NATURE'S WAY. But, evolution has changed NATURE'S LAWS—in a measure—and many of us must WORK, instead of SLEEP, during the STILL HOURS.

Sleep is the restorer of EXHAUSTED ENERGY, and a poet in writing of it said—"TIRED NATURE'S SWEET RESTORER, BALMY SLEEP."

Some people can sleep amid the clatter of bells, whistles and hammers. A dull brain enables the person possessing it to sleep under almost any conditions. And yet others with GREAT and ACTIVE BRAINS can do the same. There are always EXCEPTIONS to RULES.

The FACT IS, there are MORE persons with ACTIVE than DULL BRAINS, and these CANNOT SLEEP—as a rule—unless peace and quietude REIGNS.

Who ARE the DISTURBERS of SLEEP—the DISTURBERS who DISTURB SLEEPERS who travel by trains at NIGHT?

Not ALL, but MANY—GALVANIZERS—BAGGAGEMEN and STATION HELPERS, whose duty, as night workers, is to examine wheels and the paraphernalia beneath passenger cars, load and unload baggage, mail and express matter.

Because THEY are WIDE AWAKE and ACTIVE, they seem to FORGET that all the cars, PARTICULARLY the sleeping cars, contain persons who DESIRE to sleep, if possible. These persons are ENTITLED to PROTECTION.

It is an INDISPUTABLE FACT, that the men referred to as being employed at stations—NIGHTS—DO NOT (all of them), refrain from LOUD TALKING—UNNECESSARY TALKING, IDLE LAUGHTER and OFTEN PROFANE UTTERANCES.

These are practises, that REFLECT on the ERIE RAILROAD —not alone because they awaken passengers, thereby robbing them of sleep, but the echo of PROFANE WORDS—LOUD AND UNNECESSARY TALK and IDLE LAUGHTER, when it reaches the ears of refined persons, causes a feeling of resentment; it DEEPLY OFFENDS WOMEN, who shrink INSTINCTIVELY from the utterance of a profane adjective.

It is HOPED that EVERY AGENT will call the attention of his night force to this, THE ERIE RAILROAD COMPANY'S APPEAL, that these men maintain ABSOLUTE QUIETUDE while working about passenger trains, or near them.

The Erie Railroad NEEDS all the passenger business it can get. The way to hold it is to give patrons THE VERY BEST SERVICE. Observe "THE GOLDEN RULE;" it will help the Erie wonderfully.

"DON'TS" THAT ARE WORTH REMEMBERING.

Maintenance of Way "Dont's."

DON'T start to work before you personally see Operator and see if all regular trains have gone and if any special or extra trains over the road this date.

Don't ride on hand or push cars in heavy fog.

Don't ride on hand or push cars against traffic.

Don't carry track jacks on front end of hand car.

Don't ride on hand car or push car that is defective.

Don't set hand or push car off at private or public crossing.

Don't allow section men to jerk on levers of hand car.

Don't allow inexperienced men or old men to stand on front end of hand car while in motion.

Don't ride on hand car entering siding over facing point frog without having car under full control.

Don't allow other than the Foreman to handle brake on hand car.

Don't propel a push car ahead of a hand car unless securely fastened and an experienced man on push car to assist in stopping car.

Don't make a passenger train of your hand car by carrying strangers or others than your own men. They may not reach their destination so quick, but the Erie R. R. will have a damage claim to settle if you carried them and had an accident in which the person was injured or killed.

Don't allow your men to step in front end of car while it is in motion.

Don't overload hand car with man and tools.

Don't allow men to adjust tools on hand car while car is moving.

"Don'ts" For Our Shopmen.

Don't be late to work.

Don't slight your work simply because you think you can hide the same from your Foreman.

Don't criticise others, as we all have faults of our own.

Don't think you are doing too much work.

Don't speak with disrespect to anyone; if you cannot say a good word, do not say anything.

Don't open your oil valve when starting up the oil furnace, as it is dangerous. Open air valve and then oil.

Don't take a piece of iron to steam hammer with poor fitting tongs, as it is dangerous. Get your tongs to fit iron first.

Don't go under an engine without a light.

Don't move an engine before you have notified everybody working on same.

Don't leave anything lay on top of a cab or running board of an engine.

Don't fire up an engine before you are sure that the engine has water enough.

Don't fire up an engine before you are sure that the throttle is shut tight.

"Dont's" For Our Trainmen.

Don't hesitate to report irregularities and bad conditions to proper official. This may prevent an accident.

Don't depend on putting blocks under wheels when cars are left on descending grade. Set up the brakes.

Don't haul cinder cars over the division with side doors open and swinging as they are liable to cause injury to employes or accidents to passing trains.

Don't allow material to be left on platform. Have it removed promptly to prevent some one from falling over it.

Don't assume that you know why you were flagged. Get positive information.

Don't assume that the engine men know why you were flagging. Tell him exactly what you are flagging for.

Don't depend entirely upon another men handling the switch. Watch him so that in case he makes a mistake you can rectify it.

Don't attempt to shove a cut of cars ahead of you when you cannot see the signal of the man riding the cut.

Don't open up as soon as engine has passed lead switch. The leads are short. Slow speed should be maintained until entire train is through the lead.

Don't assume that passenger or fast freight trains are late. In the absence of specific information consider that they are on time.

Don't guess at your reports. All reports are of value to some one and correct information is necessary.

Don't throw away worn-out air hose, brasses, lamps and other material or tools. These all have a value when properly taken care of and should be taken to the nearest point provided for this purpose.

Don't overlook the little things. Many serious accidents and derail-

ments have been caused by small matters previously overlooked and considered relatively unimportant.

MEMBER OF LOYAL LEGION.

Huntington, Ind., Feb. 11, 1913.

To Brother Employes
of the Grand Old Erie.

Boys, the old song, "There's a Great Day Coming Bye and Bye," certainly must have been meant for us specially. If you have ever stopped to observe for a few moments you must have thought the same thing yourselves. In the first place, the Erie can hardly take care of the great increase in freight business, and, secondly, the reports of all agents along the line show marvelous gains in passenger receipts.

I think I am safe in saying that there is not another railroad in the country in such a handicapped position doing the amount of business that the Erie is. The double tracking makes traffic difficult, and it is hard to get trains through on their schedules. Our facilities for handling freight are perhaps better than those of any other road in this section of the United States, mainly because our line is, perhaps, the shortest between New York and Chicago. That same fact has caused the greatest shippers in the United States to throw much of the so-called "highball" freight to the Erie. So, if the greatest shippers in the United States choose the Erie from a group of about twenty big lines, then surely the Erie must be the best freight line in the country.

In fact, the high class freight business has become so heavy that the company cannot handle all of the trains necessary to give the best service, and to alleviate any congestion which might have formed, closed a deal some time ago with the Baltimore & Ohio Railroad to run Erie "highballs" over the B. & O. tracks from Mansfield to Chicago.

Thus it is shown that the Erie has good will toward all shippers, to such an extent that, if they cannot handle all of their business on the Erie tracks, they will go to a considerable expense in leasing the tracks of other companies.

Now, fellows, if we would see the company rise to a position where it could give us something better, it is our duty to help the business of the company along as best we can. No company would ask that we be slaves for its better interest, but we can do our part by not shirking any little duty which may fall on our shoulders.

Don't you know that by the slightest mistake made by one of us through carelessness, costs the Erie hundreds, and perhaps thousands of dollars annually. If none of us made mistakes, the auditing and other departments, whose business it is to rectify mistakes, would be abolished. Although it is not likely that the time will ever come when those departments will be dropped, we may alleviate their work by being strictly up to the mark in all of our work.

When our double tracking is completed, the Erie will be one of the best lines in the country and at that time we may receive the benefits which will lie in its hands to give us. So it lies in our hands to hasten the time when that can be done, for without our co-operation, the company will be unable to give us something better in compensation for our services. Now, fellow workmen, don't you think the question is up to us, rather than the officials of the Erie Railroad Company?

That "Fifty-Dollar Man."

WHAT RHYMES WITH BABE?

A common English word for which there is only one rhyme is "babe," and it was Swinburne who used it with exquisite appropriateness in "A Rhyme:"

Babe, if rhyme be none
For that sweet small word
Babe, the sweetest one
Ever heard.

Right it is and meet
Rhyme should keep not true
Time with such a sweet
Thing as you.

Love alone, with yearning
Heart for astrolabe,
Takes the sun's height, burning
O'er the babe.

"Silence" is another word beloved of poets that has no rhyme. Mrs. Browning went to the very limits of her passion for assonance when she rhymed it with "islands!"

LOGIC FROM BUFFALO.

A furniture store doing business in the "Tenth City," offers the following bit of logic to those who are fond of catchy phrases.

"Silence may be golden," but many a cow would be struck, if it wasn't for the whistle on the engine.



"THEY PLAY THE HIGHEST CLASS MUSIC ON THE MARKET AND PLAY IT WELL."—H. H. Harrington, M. M. (See Opposite Page.)

Top Row (Left to Right)—D. Scales, Engineer, Bass; J. Pednorf, Baggage Master, Bass; F. J. Dailey, Instructor of Apprentices, Bass; J. Demase, Machinist, Saxophone.

3d Row (Left to Right)—F. Pierce, Alto; L. M. Carden, Machinist Handyman, Alto; H. Lambert, Pipefitter, Trombone; A. J. Bayless, Trombone; L. Benson, Machinist, Trombone; M. Cramer, Machinist Handyman, Trombone; J. Simonetti, Machinist Helper, Clarionet; G. King, Lineman, Drummer.

2d Row (Left to Right)—V. H. Sperl, Machinist, Solo Cornet; C. Bergstron, Cornet; W. Lambert, Pipefitter, Cornet; G. Springstien, Chief Clerk, Scores Dep't, Cornet; J. Van Tuyl, Clerk, Superintendent's office, Cornet; H. Brush, Clarionet; W. Heller, Foreman Wheel Shop, Clarionet; H. C. Lea, Clerk, Oboe; H. H. Harrington, Master Mechanic.

Bottom Row (Left to Right)—A. Brower, Chief Clerk, Agent, Baritone; E. A. Woodard, Clerk, Stores Dep't, Whip Drummer; L. J. Sullivan, Machinist, Whip Drummer; Geo. Thibaut, General Foreman.

SUSQUEHANNA ERIE BAND OF SUSQUEHANNA, PA.

SUSQUEHANNA, PA., is not the largest city on the line of the Erie Railroad, and, if it lacks some things that greater cities boast, it can point with pride to the fact that it has the finest amateur band of any city on the Erie lines, whose members are in the employ of the Erie Railroad.

This is a band par excellence, and its members strive their utmost to bring it to a still higher state of efficiency. That they are accomplishing this end is generally recognized, for the boys observe practise as religiously as they perform their daily duties for the Company.

Master Mechanic Harrington is a sort of sponsor for this band, and when he speaks in its behalf he is very conscientious. One of the compliments he pays the band is expressed in these words, "They play the highest class music on the market and play it well".

David Scales is Manager; A. Brower, Leader.

The band consists of 30 members and was organized June 11th, 1911. It has performed at Carbondale, Pa; Huntington, Ind; Hornell, N. Y.; Port Jervis, N. Y.; Middletown, N. Y.; Binghamton, N. Y.; Passaic, N. J.; Owego, N. Y.; Waverly, N. Y. and a number of smaller places.

At times when Susquehanna has occasion to celebrate, the Erie Band enters into the spirit of the event with great enthusiasm, for all the boys are residents and the spirit of civic pride possesses them. They always shine when the Erie Shops Fire Department enjoys its big day of the year, the day when all the shops send a team to compete for the trumpet, the coveted prize of the fire laddies.

Last year when Huntington, Indiana, welcomed the contest to that city and entertained the boys royally, the Susquehanna Band led the procession and made a tremendous hit with the Western brethren. They played during the contests on the Fair Grounds, they played after the contests; in fact, they played so well and often, that everyone wondered at their ability and endurance, and the last thing the residents of Huntington heard when the special train bearing the Eastern contingent pulled out of the station, was the strains of the Susquehanna Band.

The success of this band is assured. Not only does it afford pleasant recreation for its members, but gives great pleasure to those whose privilege it is to enjoy the music. Better yet, there is nothing more refining or elevating than music, and the more of it that the world encourages, the higher human ideals become. Then, let us have music and plenty of it.

Every shop on the Erie system should have a band and this can be done if the boys wish it. There is talent among the boys of the Erie shops and they should utilize it for their own pleasure and glory. It would be a splendid thing to see each company of firemen marching to airs played by its own band when the annual contests take place, and surely it would inspire the boys with pride.

Susquehanna has shown a splendid example, and it is hoped that it will very soon be emulated by every shop from Jersey City to Chicago. The Erie will encourage the project and that should afford in itself, inspiration for the Master Mechanics to line up their forces and learn just how much musical talent the boys possess.

ARRAH, MR. DINNY HURLEY.

Six feet of brawn and muscle,
Who is working every day,
A Civil Irish Gentleman,
Who ne'er forgets his pay,
Works steady for the ERIE,
A noted Section Hand,
For Mr. Dennis Hurley,
Is the leader of the band.
(Refrain)

So it's Dinny here and Dinny there,
And Dinny everywhere,
He is handsome, strong and hearty,
A sort of divil-may-care.
He represents the ERIE,
Works steady every day,
He's a mansion in the first ward,
'Tis painted green, they say.

A twisted rail, a broken switch,
A frog that's out of place,
To get it right for traffic,
In record time it's placed.
Then he will pull the red flag,
And let the engine by.
Ever-thing is working straight,
Bedad, and that's no lie.
(Refrain)

So here's good luck to Dinny,
And his gang of boys so strong,
That's the reason why no trains are late
And the ERIE'S record's strong.
He takes great pride in all his work,
Deny it if you can,
For Mr. Dinny Hurley,
Is a mighty well known man.
(Refrain) T. P. O.

It is better to help one lame dog than to waste all your powers talking about loving everybody.

RESIGNS AND GETS LAMP.

On January 1, 1913, the Erie R. R. lost its General Yard Master, at Cleveland, Mr. George Carmont, who, after 34 years' service with the Erie R. R., accepted a position with the Upson Nut Co., a large and prosperous Iron and Steel industry, located on the Erie at Cleveland, and was placed in charge of their Yard and Equipment service.

Mr. Carmont, is 53 years of age, and consequently entered the Erie employ when only 19 years of age, and is thoroughly active and up to date in his ideas of Railroad work, and has seen the hard side of life, having entered the Lake Service, when sailing vessels were the order of the day, in 1874; at that time there were few steam vessels in the Lake Traffic, and none of the monsters that we now see in the ore-carrying trade.

He gave up sailing on the Lakes, and entered the service of the Erie R. R., as a Yard Brakeman in 1879, and was promoted to Yard Conductor in 1884. He was appointed Yard Master at Willson Ave. in 1890, and again promoted to General Yard Master of the Cleveland Terminal in 1902, resigning to accept the position with the Upson Nut Co., on January 1, 1913, after 34 years of continuous service.

Both the officers and the boys under him, held Mr. Carmont in high respect, both for his ability and active interest in everything that went toward improving the service that the Erie R. R. gave its patrons in the Cleveland District, and he had the thorough co-operation of his subordinates.

In token of the high respect they had for him, his co-workers and friends presented Mr. Carmont on leaving the service with a beautiful electric lamp for use at his home, and a comfortable rocking chair for his good wife. With this went the good wishes for his future success.

ROBERT'S AND SMITH'S NEW BOOK.

With the title "Practical Locomotive Operating," Messrs. J. B. Lippincott Co., Philadelphia, have just published a book written by Clarence Roberts, assistant road foreman of engines, Pennsylvania Railroad, and Russell M. Smith, air brake instructor, Pennsylvania Railroad, which is of inestimable value to all locomotive engineers and firemen, because its authors are practical men who have fired and run locomotives. This fact eliminates the book from the theoretical zone.

In reviewing the work we find: First—it contains the information engineers and firemen must possess in order to pass required examinations; second—it encourages them to think and develop their ingenuity in solving in a practical way the various contingencies arising in locomotive operating; third—it is designed to teach the value of high efficiency which gives a sense of security and self-reliance.

The comprehensiveness of the work is enhanced with 92 illustrations in text and five inserts, and contains 292 pages. It is fully indexed and is offered in 12 mo. cloth. The price is $2.00, and at that cost is a tempting book for engineers and firemen in quest of valuable information.

It is divided into 12 parts as follows: The Locomotive, Typical Locomotives, Useful Notes and Tables, Steam Boilers, Lubrication, Cylinders, Valves and Valve Gears, Running and Firing, Disorders, Parts and Appliances, Qualifications and Responsibilities, Federal Laws.

The book is sturdily built and bound to stand the wear of years. While a great credit to its authors, their greatest compensation will doubtless lie in the fact that they have produced an educational work which will be received and studied by appreciative members of their own craft.

THE THING CAN BE DONE.

Somebody said that it couldn't be done,
But he, with a chuckle, replied
That "maybe it couldn't," but he would be one
Who wouldn't say so till he'd tried.
So he buckled right in, with the trace of a grin
On his face. If he worried, he hid it.
He started to sing as he tackled the thing
That couldn't be done, and he did it.

Somebody scoffed: "O, you'll never do that;
At least no one has ever done it."
But he took off his coat and he took off his hat,
And the first thing we knew he'd begun it.
With the lift of his chin, and a bit of a grin,
Without any doubting or quiddit;
He started to sing as he tackled the thing
That couldn't be done, and he did it.

There are thousands to tell you it cannot be done,
There are thousands to prophesy failure;
There are thousands to point out to you one by one,
The dangers that wait to assail you;
But just buckle in with a bit of a grin,
Then take off your coat and go to it;
Just start in to sing as you tackle the thing
That "cannot be done," and you'll do it!

Money talks, but it never really ought to use a megaphone.



DEFECT FOUND IN MAIN DRIVING AXLE OF ENGINE 2548.

LOCOMOTIVE INSPECTION.

IN CONNECTION with the Mechanical Department of the Erie Railroad there is a position entitled locomotive inspector, and it is one of vast importance as referring to the safe condition of engines.

The two photographs accompanying show Mr. J. E. Merkts, a special locomotive inspector at Meadville, Pa., and a defect in a locomotive driving axle, same having been found by Mr. Merkts in a careful inspection, in time to prevent an accident, which might have resulted had the engine been allowed to go out with train.

Following are the facts:

Recently class K-1 engine 2548 was prepared at Meadville and set out for passenger service west from that point. Mr. Merkts in making his inspection of the engine before arrival of the train, which engine 2548 was to take west, made a remarkable discovery of the defect in the main driving axle as shown on the photograph. Defect was between the driving box and eccentric, a distance of only 1⅛ inches."

When we think of the odds against finding a defect of this nature, with all parts on the locotomive, and in such a location, we readily conclude that it indicates a careful and thorough attention to details and is deserving of creditable mention. It also thoroughly demonstrates it is not possible to make a too rigid and careful inspection of all parts of the locomotive before it is allowed to depart from any terminal. The welfare of the Company and the lives of the traveling public are practically placed in the hands of the employes,



J. E. MERKTS.

which should be an incentive to all to put forth their best efforts to properly perform the special duties assigned them.

THE RAILROAD'S INTEREST IN U. S. MAIL SERVICE.

An Address Delivered at Meeting, Suffern, N. Y., Dec. 20, 1912. By H. M. Wade, Mail Traffic Agent, Erie R. R.

(Continued from March.)

THE Postmaster General from these statistics undertook to formulate a new method of paying railroads for the transportation of U. S. mails, and in a document known as House Document No. 105, recommended a law to be passed requiring railroads to handle U. S. mails on a basis of cost with 6% profit, and this tentative law provided that the Postmaster General should use his own judgment in ascertaining the cost of performing mail service. By 6% profit the Postmaster General means 6% advance over operating cost, whereas in ordinary business affairs profit is figured on the investment and not on the amount of business transacted, therefore 6% profit in conducting mail service, if properly figured, would be 6% of the mail proportion of the railroad property investment.

Based on the data furnished by the Erie Railroad for the month of November, 1909, the operating cost of performing mail service plus 6% profit on the mail proportion of property valuation was $47,895, whereas the total revenue for mail service during the same period was only $36,000. The Postmaster General adopting his own method for computing the cost of operation, and by using an indefensible method for determining the amount of space occupied in trains by mail service, succeeded in reducing the estimated cost of operating mail service plus 6%, for the month of November, to $33,370, therefore, he figures that the Erie Railroad was overpaid by $2,630 during that month, whereas the facts are that the company was underpaid $11,895, assuming that 6% profit would provide sufficient revenue, which, however, is not the case, as if The Erie Railroad Company had received operating cost and a profit of 6% only, above operating expenses, on all classes of business during the year ended June 30th, 1911, the total revenue would have been only $39,474,687, and the net revenue would have provided for less than 1% interest on its mortgage, bonded and secured indebtedness, therefore it is apparent that the method of compensating railroads proposed by the Postmaster General is erroneous and would result, if applied to all classes of traffic, in bankrupting a very large majority of the railroads throughout the country.

Under the law of March 3d, 1873, the Postmaster General was required to weigh mails on railroad mail routes for a period of successive working days not less than 90, and not less frequent than once in every four years, and to readjust the compensation to be paid for the transportation of the mails upon the average daily weight carried as shown by such weighing.

This law has been re-enacted from time to time, and the Postmaster General has taken advantage of the maximum period allowed therein, although it is a well-known fact that mails, especially on the trunk lines, increase at the rate of about 10% per annum; therefore, the weighing of the mails only once in four years and payment for the succeeding four years based on such weight, deprives the railroad company of an increase in pay according to the increase in weight of mails handled.

A similar contract with any private individual or corporation would undoubtedly result in prosecution by the Government, as it would be contrary to Interstate Commerce Law.

This method of adjusting the pay for mail service on the basis of weights taken once in four years will be particularly unjust to railroads in view of the inauguration of parcels post service on January 1st, 1913, no provision whatever having been made to pay railroads for the enormous increase in weight that will undoubtedly result from this service, except through the usual readjustment once in four years; in other words, a railroad that has had its pay readjusted on weights taken during the present year will receive no additional compensation whatever for handling the increased business incident to the parcels post service until the next adjustment of mail pay in 1916.

Now, let us consider for a moment the result of the parcels post service. The limit of weight for each parcel has been placed by Congress at 11 lbs. and the rate has been fixed on the zone system, which allows of the transportation of merchandise at a rate graduated in accordance with the weight of the package and the dis-

tance that it is to be carried. This rate in the case of packages weighing from 1 to 9 lbs. is lower in every instance than the express rate for similar service, although when the packages reach 6 lbs. or more the difference in the rate is not marked, and above 9 lbs. the express rate for several of the zones is lower than the parcels post; however, taken in the aggregate the parcels post rates are stated to be 25.67% lower than express rates, but it is understood that the Interstate Commerce Commission is now considering the advisability of ordering a reduction in express rates, together with the use of a zone system somewhat similar to that proposed for the parcels post, which may make the difference between parcels post and express rates much less; however, there seems to be no question but that the parcels post will receive a considerable quantity of the smaller packages that are now being forwarded as express, and, in addition to these packages, a considerable amount of new business will undoubtedly develop, as the Post Office Department includes in this service the delivery on rural routes, which will provide the mail order houses with facilities for competing with country merchants. This new business will be taken directly from the railroad freight service, as this merchandise is now being shipped by freight to the country merchants and by them distributed to their patrons who live on rural routes.

You can see that it is therefore quite possible that an enormous business will eventually develop from the parcels post, reducing the revenue from freight and express proportionately, and the prospect of handling this increased business for a period of from 1 to 4 years without any additional compensation whatever, is not pleasing to the railroads and certainly is not fair treatment by the Government.

To offset the lower rates of the parcels post, we will still have the greater efficiency of express service, unless a material improvement is made in the present manner of handling U. S. mail, as packages and parcels of all kinds are now dumped promiscuously into cloth mail sacks and are piled one on top of the other in the cars without any protection from damage by crushing, while in the case of express a majority of the small packages are packed and transported in trunks and boxes, where they are protected from damage, and I think that this will have a tendency to limit the use of the parcels post to merchandise that is not subject to damage from rough handling.

If the Government should adopt the express system of handling parcels in trunks or hampers, the operating expense of the service would be greatly increased, as much more car space would be required, and the ratio of revenue load to dead weight would be correspondingly decreased.

In contrast with the compulsory handling of parcels post by railroads in the United States without any additional compensation for from 1 to 4 years and for only approximately 20% of the revenue received by the Government therefrom after the payment has been adjusted in accordance with present methods, we will quote arrangements made with railroads for this class of service in some of the foreign countries.

In France the railway systems are almost entirely of private ownership, and they operate the parcels post service under the general supervision of the Government and collect the charges thereon, paying the Government 2c. per parcel regardless of the weight; hence up to 6.6 lbs. they retain 10c. out of every 12c. collected, or 83%, and for heavier parcels up to 11 lbs. they retain 14c. out of 16c., or 81½%.

In The Netherlands, railway lines are privately owned and the compensation for parcels post matter has been fixed at two-thirds of the postal charges, or 66⅔%.

In Great Britain, where the railroads are of private ownership, the arrangement for many years has been to pay the railways 55% of the total postage on all parcels mailed.

In many of the foreign countries the railroads are owned and operated by the Government, therefore no specific rate is paid for handling parcels post service, although in most instances a division of credits is made for accounting purposes.

We have stated in a general way the present unsatisfactory relations between the railroads and the Post Office Department; now let us see if there is a remedy for these conditions.

Some railroad officials have suggested that the railroads should refuse to carry the mails at the present rates, as a means of effecting the

desired reforms, and this could undoubtedly be done under present laws, as they apparently do not require railroads to perform the mail service; but could it be done without paralyzing business interests from which railroads obtain their freight traffic? The Government has a monopoly of the transportation of letter mail, and the railroads could not establish even a local mail service, except for the handling of their own business, without conflicting with the laws and subjecting themselves to heavy penalties; therefore, for the accommodation of business interests along their lines they are obliged to carry the U. S. mail even though the rates allowed by the Government therefor are confiscatory; consequently, it is necessary to look for some other means to accomplish the desired result.

In 1910 Congressman Talbott of Maryland introduced a bill in the House of Representatives providing for some relief for the railroads by requiring the Post Office Department to pay railroads a certain amount for the use of mail apartment cars, for an annual weighing of mails and readjustment of pay, and for the performance of certain mail messenger service by the Government. This bill was referred to the Committee on Post Offices and Post Roads, and railroads were given an opportunity to present their side of the case, which was done quite effectively, and it was believed that the Committee favored the bill; in fact, Chairman Weeks made the following statement:

"There is no doubt in the minds of the members of the Committee who have investigated this subject that there are many short line railroads especially, who are receiving less than the service actually costs them."

But he intimated that before any legislation favorable to railroads could be enacted, it would be necessary to educate the public. He stated that:

"Even Congressmen are human and in some degree respond to public sentiment, so if public sentiment is all one way, it is pretty difficult to get legislation through Congress, even if we are convinced in this Committee that the facts are contrary to that sentiment."

In line with the suggestion of Chairman Weeks, the railroads during the past two years have been conducting a campaign of education through what is known as the Committee on Railway Mail Pay, and, judging from recent articles that have appeared in many prominent newspapers, it is evident that the work of this Committee is producing results; however, they alone cannot convince the public that the present compensation for handling U. S. mail is inadequate, and railroad officials and employes must become interested in the matter.

I believe that if the hundreds of thousands of railroad employes understood this question thoroughly, and if even 50% of them would take the trouble to explain the situation to their friends, a sentiment would soon be created in favor of increased railway mail pay that would be irresistible, and we would be able to secure legislation to provide reasonable remuneration for this most intricate class of railroad service.

The Committee on Railway Mail Pay in a pamphlet recently published makes a very good argument against placing railway mail revenue wholly at the mercy of the Post Office Department, in which they say that:

"It is conceded that every railway mail contract is between the Government, which is the sovereign, and a citizen, and that the nature and terms of the contract are always substantially to be dictated by the former. But this very condition invokes the principle of primary justice, that the sovereign shall take care to exercise its power without oppression. To this end the determination of the terms on which the Post Office Department may have the essential services of the railways ought to be reserved, as at least partially in the past, to the Congress, or, if delegated at all, they should be entrusted to some bureau or agency of Government not directly and immediately interested in reducing railway mail pay below a just and reasonable compensation."

From a business standpoint it is evident that each Postmaster General is interested in making the Post Office Department self-sustaining, and as other items of expenditures are practically fixed, the railroad's compensation has been the principal; in fact, the only item of expense that has been attacked, as the reports of Postmaster Generals for the past 12 years show that no economies have been effected in any other postal expenses.

We believe that the present law,

providing compensation to railroads according to the length of haul, weight of mail and space occupied, is based upon correct principles, but it should be amended so as to require an annual weighing and readjustment of pay; also for an allowance for the use and operation of distributing space in mail apartment cars similar to that which is already paid for distributing space in full postal cars.

A fair allowance should be made to railroads for mail messenger service between railroad stations and post offices, which is not a railroad transportation feature, and all rates of pay should be definite and not subject to the discretion of the officers of the Post Office Department.

BUFFALO CAR SHOP HERO.

Among the dear old boys who draw checks at the Buffalo car shop, is W. Hauser, who holds down the position of stock keeper in the paint department.



RESOURCEFUL MR. HAUSER.

Mr. Hauser is surely one of the boys, mentally and physically and has no peer as an entertainer. He is some genius, both as an instrumentalist and vocalist. The boys didn't know what a genius their old friend was until one night when he invited them to his home for a little frolic. The boys had a splendid time, they declare, and didn't return to their homes until about the time the milk man was delivering the bottles.

Mr. Hauser classes also as a bowler and has to his credit an average of 203 for 15 games. So de-lighted were the boys, that they gave their old friend a banquet, at which they presented him with a gold medal and a basket of American Beauty roses. It looks big when seen in type, but Mr. Hauser expresses his willingness to meet any bowler on the Erie system and against him toss the spheres at the inoffensive pins.

BASEBALL ECHOES.

The baseball team of the General Freight Office, which last season won 13 games and lost 5, start the season of 1913 by playing the Freight Claim Department at Carlton Hill, N. J., on April 5th.

The team has the same players as last season, who fought so bravely against their opponents.

Following is the line up:

H. Herrmann, 3d base; A. Wiess, 1st base; W. J. Findlay, 2d base; F. Klitz, center field; R. Lee, left field; W. G. Collins, right field; G. H. Reinbrecht, s. s.; J. Reily, catcher; C. Stoeber, pitcher.

Members of the team have elected Raymond Lee manager for the coming season and Charlie Stoeber captain. Any team wishing to book games, kindly confer with R. Lee, room 961, 50 Church Street.

A SIGHTLESS SMOKE.

Funny thing about smoking! If a man were compelled to puff a good cigar with his eyes shut the operation would lose its zest. A man who had undergone a slight operation upon one of his eyes had to stay in a darkened room for a week with his optics bandaged. After a few days his doctor told him he could take a gentle smoke if he liked. He jumped at the chance and to his amazement found it afforded not the slightest pleasure. To be sure, men often smoke in the dark, but there's always the rosy glow of the lighted end to be seen and the faint outline of the cloud of smoke in the air. There's no more fun in a sightless smoke than a saltless egg or a kiss implanted upon your own hand. What's the psychology of it.

Many people dance when the devil plays the fiddle, and they won't stop until the floor catches fire.

THE STOVE COMMITTEE

APPOINTMENTS.

Traffic Department.

Mr. Andrew K. Morris, assistant to the coal traffic manager, with offices at 50 Church Street, New York.

Mr. C. A. Rouse, General Agent, Erie Despatch, Indianapolis, Ind., with office in Traction Terminal Building, 104 West Market St., in full charge of all Erie Despatch Matters pertaining to that office.

New York Division.

Mr. Harold Cole, passenger trainmaster, with office at Jersey City, N. J., relieving Mr. Michael Nolan.

Mr. Michael Nolan, trainmaster, with office at Port Jervis, N. Y., relieving T. M. DeVere.

Mr. Theodore M. DeVere, inspector of suburban service, with office at Jersey City, N. J., relieving Mr. C. G. Richardson, transferred.

Susquehanna Division.

W. L. Madill has resumed duty as Supervisor, Sub-Division No. 1.

Mahoning Division.

F. C. Gee, Agent at Calla, Ohio, vice C. W. Hendricks, resigned.

N. Y., S. & W. Division.

Mr. Arthur B. Shafer, Assistant Superintendent.

Police Department.

Under the plan of reorganization of the Police Department, the position of inspector of police, formerly held by Mr. Willis P. Glass, has been abolished, also positions of captain of police formerly held by Mr. W. J. Redman and Mr. W. N. Smith, have been abolished.

New appointments as follows:

Mr. Charles H. Henry, lieutenant of police, in charge of the Erie Division, Susquehanna and East, with headquarters at Jersey City, N. J.

Mr. John V. Ryerson, day sergeant of police, New York Division, Suffern and East Side lines and Jersey City Terminal, with headquarters at Jersey City, N. J.

Mr. Martin Dugan, night sergeant of police, covering same territory as above, with same headquarters.

Mr. E. H. Burke, sergeant of police at New York Terminal, with headquarters at Pier 21, N. R., New York.

Mr. Thos. Armstrong, sergeant of police, covering the N. Y., S. & W., with headquarters at Jersey City.

Mr. Chas. E. Mullery, sergeant of police, New York Division, Port Jervis Yard and East to Suffern, with headquarters at Port Jervis, N. Y.

Mr. Guy R. Ralph, sergeant of police, on the Wyoming Division, with headquarters at Dunmore, Pa.

Walter J. Redman, Chief of Police, with headquarters at Youngstown, O.

Captain Martin Daly of Buffalo, N. Y., Lieutenant of Police, in charge of the Erie Division, West of Susquehanna, Pa.

The following men, Sergeants of Police, and have been located at Division Terminals: John Daly, Buffalo, N. Y., Buffalo Division; W. N. Smith, Hornell, N. Y., Susquehanna Division; Robert S. Inglis, Salamanca, Allegheny & Bradford Divs.; James W. Stuart, Rochester, N. Y., Rochester Division.

The above officers will be in charge of the work on their respective divisions, confining themselves thereto, excepting in cases of emergency, when it becomes necessary for them to furnish assistance to officers on other divisions.

Hornell Shops.

Bert Hann, promoted to Asst. Blacksmith Shop, Foreman.

Dunmore Shops.

Mr. F. E. Schoonover, Car Department Foreman, vice Wm. Miller, transferred.

S. W. Tredinnick, Boilermaker Foreman, vice Mr. J. F. Fitzsimmons, transferred.

Susquehanna Shops.

J. A. Halloran, transferred from R. H. Foreman to Engine Despatcher, vice C. W. Anderson, transferred to Hostler.

E. L. Devine, transferred from Car Repairer to Joint Car Inspector, vice F. A. Benson, deceased.

Meadville Shops.

P. J. Eagen, assistant boiler shop foreman.

Huntington Shops.

Geo. Harley, night engine dispatcher, vice Herman Finley, resigned.

THE ERIE ROLL OF HONOR

EMPLOYES, WHOSE NAMES APPEAR BELOW, HAVE BEEN AWARDED CREDIT MARKS FOR MERITORIOUS SERVICE.

S. D. Layton, Operator, Delaware Division.

F. L. Lutz, Agent, Susquehanna Division.

N. Poynter, Crossing Man, Susquehanna Division.

L. S. Woolever, Brakeman, Susquehanna Division.

S. L. Jackson, Operator, Susquehanna Division.

W. Carrier, Batteryman, Susquehanna Division.

C. A. Townsend, Conductor, Susquehanna Division.

J. F. Hogan, Engineer, Susquehanna Division.

E. A. Finn, Engineer, Susquehanna Division.

W. T. Murphy, Clerk, Rochester Division.

M. T. Brennan, Brakeman, Rochester Division.

W. J. Brunstetter, Engineer, Meadville Division.

H. C. Wood, Conductor, Meadville Division.

George Moore, Weigh-Master, Am. Steel Foundries.

W. S. Fox, Mgr. Tel. Office, Meadville Division.

W. S. Lowrie, Mgr. Tel. Office, Mahoning Division.

M. O. Phallen, Crossing Man, Cincinnati Division.

J. R. Smith, Mgr. Tel. Office, Cincinnati Division.

Thomas Goff, Conductor, N. Y. S. & W. Division.

Floyd Pollison, Engineer, N. Y., S. & W. Division.

S. D. Layton, operator at Port Jervis, Delaware Division, discovered a broken rail on east track, and took measures to properly protect it.

As New York Central extra 2202 was passing Canoe Camp on the Susquehanna Division, F. L. Lutz, station agent, discovered a brakebeam down on one of the cars. He stopped train at Tioga, where the defective beam was repaired.

N. Poyneer, crossing watchman at Miller Street, Elmira, N. Y., on the Susquehanna Division, discovered the westbound main track at his crossing obstructed with two brake shoes in the crossing, and removed the obstruction in time to prevent a possible accident.

While running west over the Susquehanna Division, with train 77, second section, L. S. Woolever, brakeman, discovered a broken rail in the eastbound track, east of "U. J." crossover and brought the train to a stop at the telephone and notified train dispatcher's office in time to have other trains notified and track repaired.

S. L. Jackson, operator at Cameron on the Susquehanna Division, noticed a door projecting as train 77 passed his tower. It was out some 8 or 10 inches, the cause being barrels pressing against it. He took prompt action in notifying train crew and had the defect remedied.

As train 77 was passing Adrain on the Susquehanna Division, W. Carrier discovered a brakebeam down and dragging under D., L. & W. car 37549. He took prompt action to have train stopped at Canisteo and defective beam removed.

Rail Inspection Special, on the Susquehanna Division, C. A. Townsend discovered a brake rigging loose and dragging on train 81, as train was passing Waverly Station. He took action to stop train west of Waverly, when rigging was cared for.

J. F. Hogan, engineer, Susquehanna Division, has set a splendid example,

having made the prescribed mileage in yard service, of 20,000 miles, from January 1st, 1912, to February 28th, 1913, without an engine failure.

E. A. Finn, engineer, Susquehanna Division, has made the same splendid record as Engineer Hogan, referred to above, and between the same dates.

As train 142 was passing Cohocton station on the Rochester Division, W. T. Murphy, employed as clerk, discovered wheel with broken flange under car Erie 77733. Train was stopped and car set out at Cohocton.

M. T. Brennan, a brakeman on Rochester Division, discovered and reported fire in bottom of hopper of car Erie 47389, containing pea coal, as this car in train 187 was passing train 134 in "HF" Siding, So. Livonia, N. Y. Train 187 was stopped and car backed up under water crane and fire put out, thereby preventing probable loss to the Company.

On March 10th, the plant of the Shreve Chair Co., at Union City, Pa., was destroyed by fire. While passing Union City, Meadville Division, with train 76, Conductor H. C. Wood and Engineer W. J. Brunstetter saw the fire just after it had started, and cutting off engine, went down into the three switches connected with chair factory and hauled out 11 cars, which, had they been allowed to remain, would have been destroyed with plant. This was a splendid and loyal piece of work, and both conductor and engineer have been so advised by Superintendent Ferguson, who wrote them a warm letter of thanks.

George Moore, an employe of the American Steel Foundries Company at Franklin, Pa., discovered a broken rail in the main track at Franklin, and was good enough to notify the Erie agent of the condition by telephone, and the latter took proper action in having defect remedied. Superintendent Ferguson of the Meadville Division, wrote Mr. Moore a very strong letter, in which he expressed, not only the Company's thanks for the kindness received, but his own personal thanks, as well. There was about 8 inches of rail broken, and the supposition is that it was done by train 215, which passed over it earlier in the day.

The following communication was sent to Messrs. W. S. Lowrie, J. R. Smith and W. S. Fox, Managers of telegraph offices at Leavittsburg, O., Marion, O., and Corry, Pa., respectively.

I wish to express my gratitude and to thank you for the most efficient service rendered in the testing of wires and the making up of circuits during our recent troubles on the Ohio Division. It was through your untiring efforts that we were able to maintain communication with all of our terminals a greater portion of the time, and it is pleasing to know that the Erie Railroad was the only railroad in the flood zone that enjoyed such telegraph facilities so early in the trouble.

As extra 3011 was passing Ashland on the Cincinnati Division, M. O. Phallen, Crossing Watchman, discovered broken arch bar under G. T. car 3924, and called conductor's attention to it. Train was stopped and car set out, which prevented a possible accident.

While switching at Hillside Junction, Pa., Thomas Goff, conductor, N. Y. S. & W. Division, discovered a broken tread on wheel under Erie car 47966, same being out of gauge, as well. The matter was promptly reported.

As passenger train 906, on the N. Y., S. & W. Division, was running on a down grade, Engineer Floyd Pollison discovered snow fence on track 1½ miles west of Sussex, N. J. Train was stopped in time to avoid damage. Obstruction was removed and train brought to Jersey City on time.

TOMMY'S IDEA OF IT.

"The persistency with which children see in a fable some other moral than the one which it is intended that they shall see is often distressing," remarks a Philadelphia instructor of the young. "I had recited to one little boy the story of the wolf and the lamb and had followed it up with the remark:

"'And now you see, Tommy, that the lamb would not have been eaten by the wolf if he had been good and sensible."

"'Yes, I understand,' said Tommy. 'If the lamb had been good and sensible we should have had him to eat!'"

THE WORD THAT CUTS.

If you'd only stop to think
When you're mad enough to choke,
That the word that cuts the deepest
Is the one that's never spoke.

Let the other fellow talk,
'Till the clouds have rolled away,
Perhaps he'd then be thinking
Of the things you didn't say.

AN ACT.

To punish the unlawful breaking of seals of railroad cars containing interstate or foreign shipments, the unlawful entering of such cars, the stealing of freight and express packages or baggage or articles in process of transportation in interstate shipment, and the felonious asportation of such freight or express packages or baggage or articles therefrom into another district of the United States, and the felonious possession or reception of the same.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whoever shall unlawfully break the seal of any railroad car containing interstate or foreign shipments of freight or express, or shall enter any such car with intent, in either case, to commit larceny therein; or whoever shall steal or unlawfully take, carry away, or conceal, or by fraud or deception obtain from any railroad car, station house, platform, depot, steamboat, vessel, or wharf, with intent to convert to his own use any goods or chattels moving as, or which are a part of or which constitute, an interstate or foreign shipment of freight or express, or shall buy, or receive, or have in his possession any such goods or chattels, knowing the same to have been stolen; or whoever shall steal or shall unlawfully take, carry away, or by fraud or deception obtain, with intent to convert to his own use, any baggage which shall have come into the possession of any common carrier for transportation from one State or Territory or the District of Columbia to another State or Territory or the District of Columbia, or to a foreign country, or from a foreign country to any State or Territory or the District of Columbia, or shall break into, steal, take, carry away, or conceal any of the contents of such baggage, or shall buy, receive, or have in his possession any such baggage or any article therefrom of whatsoever nature, knowing the same to have been stolen, shall in each case be fined not more than five thousand dollars or imprisoned not more than ten years, or both, and prosecutions therefor may be instituted in any district wherein the crime shall have been committed. The carrying or transporting of any such freight, express, baggage, goods, or chattels from one State or Territory or the District of Columbia into another State or Territory or the District of Columbia, knowing the same to have been stolen, shall constitute a separate offense and subject the offender to the penalties above described for unlawful taking, and prosecutions therefor may be instituted in any district into which such freight, express, baggage, goods, or chattels shall have been removed or into which they shall have been brought by such offender.

Sec. 2. That nothing in this Act shall be held to take away or impair the jurisdiction of the courts of the several States under the laws thereof; and a judgment of conviction or acquittal on the merits under the laws of any State shall be a bar to any prosecution hereunder for the same act or acts.

Approved, February 13, 1913.

UNFAIR CRITICISM OF RAILROAD ACCIDENTS.

A FEATURE of railway operation in the United States which comes in for an undue share of criticism from the press and public is that of accidents.

Every autumn the press teems with graphic accounts of the great number of casualties and fatalities occurring on American railways, and occasionally a comparison is drawn with those occurring on roads in other countries to our disadvantage, the foundation for which is claimed to be the Interstate Commerce Commission's report for the preceding fiscal year.

The facts in the abstract taken from these reports justify a great deal of criticism, but, when analyzed, which very few people take pains to do, a far different condition is found than that which comes to one inferentially from the reports.

For the fiscal year ended June 30th, 1911 (Report for 1912 not at hand, but the fatalities were 185 less than 1911), the railways of the United States killed and injured more than half as many people as the three wars during 1912 — the Balkan States-Turkish War, the Italian-Turkish War and the Revolution in Mexico. The railways of the United States killed more people in that year than were killed in the battles of Gettysburg, Mission Ridge, or Chancellorsville; they killed on an average of thirty persons per day; they killed and injured on an average of more than 442 persons per day. If one of the roads running between New York and Buffalo would kill or injure two entire train loads of people of 221 persons each, every day, for a whole year, you will have approximately the number killed and injured in the United States on steam railways.

As appalling as this statement is, American railway travel is the safest mode of travel in the world. As a matter of fact, travel on the American railways is safer than staying at home. According to Mark Twain, one is safer on a railway train than in bed, as he stated that "more people have died in bed than in any other place."

10,396 persons were killed and 150,190 were injured during the fiscal year ended June 30th, 1911. Many of the injuries were slight and we will confine our analysis from now on to the fatalities.

Fifty-three per cent, or 5,509, of the persons killed were, according to the Interstate Commerce Commission's report, unlawfully trespassing upon the property of the carriers and, therefore, the responsibility rests largely upon the government instead of the railways, for more than one-half of the fatalities due to failure to enforce law.

3,163 of the remainder were employes. Most of the fatalities to employes are not due, as is asserted, to defects of the equipment of railways, nor due to collisions and derailments, as is commonly believed, but to various other causes. Many are due to being run down or struck by engines or cars operated by their fellow employes. 197 employes were killed getting on or off cars or engines; 391 were killed by falling from locomotives or cars, and coming down to the final analysis as to the passenger fatalities, we find that only 356 of the entire number were passengers, of which 32 were mail clerks traveling under contract, and 182 were killed by getting off or on moving trains through their own fault, leaving 142 fatalities to passengers for the year, due to collisions and derailments which might and should have been avoided.

The railways of the United States during 1911 handled equal to one billion passengers a distance of 33 miles each. To handle this number would require the running of a train on each of the five roads from New York to Buffalo every five minutes for the entire year, each train to carry not less than 200 passengers, and yet of this vast number of people handled a distance of 400 miles, only 142 were killed through causes chargeable directly to the carriers.

More people are killed every year while walking on the streets of New York by signs and other things falling upon them; more people are hanged every year; you stand twenty chances to one of hanging yourself as compared to being killed on a railway train; you stand 100 chances to one of committing suicide; more persons were killed by falling from aeroplanes last year; more persons were killed by playing football; more by hunting; four times as many were killed by riding bicycles and almost ten times as many were killed by automobiles, than passengers killed on American railways through the fault of the railways themselves.

As compared to the fatalities on the European roads, the following are facts taken from the Bureau of Railway Statistics:

Using the European statistics for the calendar year 1911, compared to the United States statistics for the fiscal year ended June 30th, 1911, there were in operation in Europe 204,000 miles of passenger carrying railways, compared to 240,000 in the United States. The passenger fatalities due to collisions and derailments in Europe were 671, as compared to 142. The employes killed in Europe were 2,641, compared with 3,163 here. Other persons killed in Europe were 4,322, United States 6,438. In Europe the laws against trespassing are enforced much more rigidly than in the United States; as a result, the fatalities there on this account are less than here. And the fact that we operate 20% more mileage in this country than in Europe and also that American roads moved 255,000,000,000 tons of freight one mile, as compared with 116,000,000,000 tons moved one mile in Europe in 1911, explains the difference in the number of employes killed.

It will be seen that the danger incident to railway travel in Europe is more than 400% greater than in the United States, notwithstanding the fact that we operate more than 20% more mileage than Europe.

The world operates 550,000 miles of steam railways, of which 161,000 miles are state owned. As the United States has no state owned railways, it will be seen that 52% of the railways in other countries are state owned, and as more than 400% more passengers are killed on foreign railways than on our own, it would appear that governments themselves are no more, or even as successful in guarding the lives of passengers, as the managers of privately owned roads.

ORDER OF THE RED SPOT.

New York Division and Allied Lines.

April Membership.

No.	Engineer.	Fireman.
11	J. H. Linley	F. Daley
12	Y. M. Hagerty	W. H. Decker
100	J. H. Mallon	W. Walters (days)
	T. Bailey	T. J. Walls (nights)
117	T. Harrington	W. Cook
470	A. J. Dillon	E. Ritter
473	J. H. Hopper	J. M. Soop
477	S. Snedecker	W. H. Jenner
480	T. Fitzsimmons	F. D. Moylan
513	B. Walsh	W. J. Gee
515	H. S. Robertson	F. Demarest
517	D. J. Ackerman	E. J. Brower
526	W. H. Cole	A. Canfield
591	A. Bell	G. H. Klegg
598	J. Walker	T. Gleassey
610	M. G. Broas	
689	S. Bond	H. Schnakenberg
793	H. W. Smith	N. M. Cable
812	W. French	N. C. Brower
813	W. O. Cutler	J. J. Reilly
821	T. S. Dagion	C. A. Gillette
825	I. Hasbrouck	J. L. Weir
826	G. Wallace	J. H. Winters
830	W. E. Cantain	W. Smiley
831	T. Duffy	E. G. Jacobus
833	J. J. Carpenter	E. G. Marsh
842	E. M. Saunders	S. S. Ballard
848	G. McKinnon	L. Axford
850	W. Van Dine	W. F. Johnson
900	S. F. Ballam	W. F. Shultz
934	C. Caskey	S. Carpenter
937	H. N. Palmer	W. H. Pope
938	E. Outwin	R. Kerr
939	C. Ryan	E. J. Mulhall
950	A. Garrabrandt	J. McCarthy
954	A. Van Noye	C. L. Fowler
955	D. O'Brien	W. McMahon
957	F. Saier	F. W. Cole
961	W. Cunneen	T. Connelly
963	C. F. Handy	A. Knarich
964	G. H. Beatty	C. A. Johnston
965	H. L. Sarvent	J. E. Greene
968	S. W. Evans	D. Desposito
970	H. Springstead	F. M. Vernon
974	J. Donnelly	J. A. Casey
1014	C. Landmesser	J. L. Kane
1071	J. Knaub	E. B. Brush
1455		
2015		
2503	J. Downs	G. Ruegger
2561	J. E. Doe	B. Sweeney
3037	W. Crabe	R. A. London
3038	J. Fitzgibbons	J. Merkenschlager
3042	A. O. Roberts	F. E. Wood
3043	E. E. Bolkcom	T. R. Davis
3044	A. H. Barley	L. J. De Veboise
3045	F. Beatty	H. Paffenroth
3045	W. Thomas	W. H. Pierce
3049	W. Coleman	F. Purroy
3050	D. Brahaney	L. W. Hinkley
3056	E. H. Hector	W. Brown
3064	E. J. Murphy	M. Grathewohl

AND SO TRUE, TOO.

Father was walking to Sunday school with little Johnny, and endeavoring to improve the time by teaching Johnny his Golden Text, the words of which were: "Whatsoever a man soweth, that shall he also reap." Johnny repeated it after his father several times, and seemed to have mastered the correct wording.

As they drew near the Sunday school the father gave Johnny his last rehearsal. "Now, son," he said, "let's have the Golden Text once more without any help from me."

This is what he got from Johnny: "Whatsoever a man sews also rips."

AN APRIL SENTIMENT.

My name is April; and I
Often laugh, as often cry;
And I cannot tell what makes me;
Only as the fit o'ertakes me!
I must dimple, smile and frown,
Laughing though the tears roll down.
But 'tis nature, sir, not art:
And I'm happy at my heart.



MAINTENANCE OF WAY MEN AT MEETING, SALAMANCA, N. Y.

MEETING OF M. OF W. MEN.

A staff meeting of the Maintenance of Way Department, Allegheny Division, Bradford Division and Genesee River Railroad, was held at Salamanca, N. Y., on March 6th, last, and there was a large attendance of representatives.

Among those present was Mr. G. B. Owen, engineer maintenance of way, Lines East, and his presence added much interest to the meeting. Mr. Owen is a fluent and convincing talker and when he attends meetings of his department, his addresses always instruct and inspire the men with confidence.

This meeting was one in which a great deal of enthusiasm was injected, and those who came a distance to attend, felt well repaid for their trouble and learned things that will be of value to them in their particular line of endeavor.

The above picture was taken as a souvenir of the meeting and will be appreciated by all who may be fortunate in securing a photograph. In the centre of the group sitting is Mr. Owen; at his right is Division Engineer Foote and at the latter's right Trainmaster Duggan of the lines represented.

Following is a list of those present:

G. B. Owen, engineer maintenance of way; T. B. Duggan, trainmaster, Allegheny and Bradford Divisions; J. W. Foots, division engineer, Allegheny and Bradford Divisions; J. Moffat, master carpenter, Allegheny and Bradford Divisions; S. B. Carling, signal inspector, Allegheny and Bradford Divisions.

Supervisors: W. H. Connolly, M. J. Cooney, P. J. Keenan, J. Hart.

Section foremen, Allegheny Division: D. Makeley, H. Bell, C. S. Lusk, P. Mulcahy, D. P. Regan, C. Kier, C. Sherlock, P. A. Peterson, J. Lyman, H. E. Williams, A. Bernard, J. S. Wheaton, G. McFarland, A. Letro, S. Demore, T. Speranzo, T. Caruso, T. S. Cahill, P. Carroll, J. Pingleton, F. Coon, D. Broderick, D. O'Leary, T. J. Doane.

Section foremen, Bradford Division: F. Cleary, J. Garin, M. McCormack, F. Nuttzo, L. Capozzi, M. Moyer, G. Carlson, P. Moyer.

Section foremen, Genesee River Railroad: F. R. Niles, L. C. Perry, L. W. Holland, Thos. Bell, W. E. Wompole, C. H. Childs.

TRAFFIC DEPT. NOTICE.

Erie Railroad Lake Line will not resume service from Cleveland, Ohio, this year.

Our regular service between Buffalo, Fairport, Milwaukee and Chicago, will be in operation as usual.

Rates were restored on March twentieth and first boats are expected to leave Eastern and Western Lake ports on or after April nineteenth.

HAD NO FAILURES.

List of maintainers, Signal Dept., New York Division, who have no failures recorded against them for the month of February: C. Buckley, B. Colvin, J. J. Carroll, C. A. Cheesman, M. Donegan, J. B. Ferris, G. Marsh, D. Rankin, W. Storms, F. Wiley, C. H. Winters.

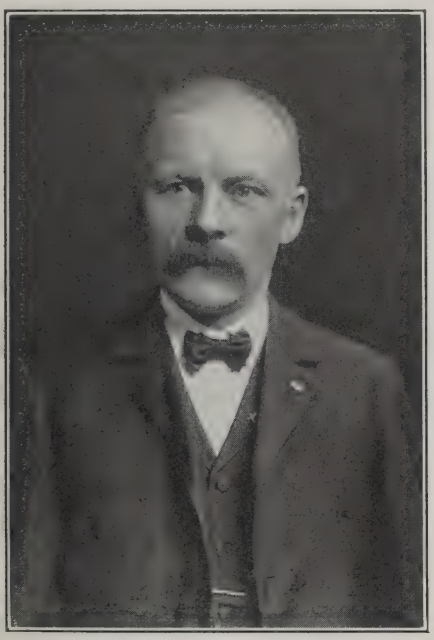
A shady past seldom has a silver-lined future.

A RELIABLE "OLD RELIABLE."

Shown below is a recent photograph of Henry Kreitner, machinist, who entered the service of this Company March 17th, 1873, making his term of service with the "Old Reliable" 40 years last St. Patrick's Day.

Prior to entering the service of this Company he served his apprenticeship at Dempster's Marine Engine Works, Buffalo, N. Y. In the fall of 1874 Mr. Kreitner assisted in applying the first automatic air brakes on engines No. 383 and 384, which were at that time assigned to the Buffalo Division.

On October 15th, 1888, he was appointed air brake instructor of the Buffalo and Buffalo & Southwestern Divisions, with headquarters at Buffalo Machine Shop, in which capacity he served for several years. The air



HENRY KREITNER.

brake school was the most up-to-date equipped school at that time in this part of the country, and it was here that he instructed all engineers, firemen and train crews on the Buffalo and Buffalo & Southwestern Divisions and Rochester Division; also all passenger engineers who were then employed by the Lehigh Valley Railroad Company running into Buffalo.

On April 1st, 1891, he was promoted to erecting shop foreman at Buffalo Machine Shop under George B. Ross, master mechanic, in which capacity he served six years, and was then promoted to foreman of machine shop, which position he held for a period of seven years, and then was transferred for the purpose of taking charge of the Air Brake Department and as Air Brake Inspector, which position he now holds.

Mr. Kreitner has experienced ups and downs during his past 40 years of service with this Company, and it is safe to say that there never was a more faithful employe, as his past record will show. Mr. Kreitner is a man who has taken the best care of himself and is still in good sound bodily health, and this Company is to be congratulated of having so able and conscientious a man in its employ and one who is well liked by all with whom he comes in contact.

We trust that Mr. Kreitner will continue to retain his good health, and thus enable him to further extend his good record and valuable assistance to this Company.

WHY LIVING IS HIGH.

Ours has been called the richest nation in the world. It is not the possession of vast wealth, but the use we make of it that is of the highest importance. Wealth is a trust, and the larger our means the greater our responsibilities. How some of our national wealth is spent may be gathered from these figures, compiled from recent statistics:

Foreign missions	$12,000,000
Chewing gums	13,000,000
Patent medicines	80,000,000
Millinery	90,000,000
Tea and coffee	100,000,000
Confectionery	200,000,000
Religion (churches, etc.).	250,000,000
Automobiles	500,000,000
Jewelry and ornaments ..	800,000,000
Intoxicating liquors	2,500,000,000

These are mainly outside of ordinary expenditures in home or business, which, of course, cannot even be approximated. There are countless forms of pleasure, too—some innocent and others the reverse—which cannot be computed in figures. But the showing as it stands is one that may well give rise to the question whether, as a nation, we are making the best uses of our opportunities. "If we command our wealth," wrote one of the old philosophers, "we are rich and free; if our wealth commands us, we are poor indeed."—Christian Herald.

DEVELOPMENT OF THE STEEL CASTING INDUSTRY.

IT WAS John Ruskin who said: "All works of quality must bear a price in proportion to the skill, time, expense and risk attending their invention and manufacture."

Probably no greater truth was ever expressed. The great inexorable law of compensation is a mighty practical and unchanging institution. Human labor in all its forms, from the humble track laborer to the skilled designer of modern railway equipment, is a constant illustration of the working out of this principal in the universe.

The absolute law of give and receive; the principal that every manufactured article has its price, and if that price is not paid, not that thing, but something else is obtained, was the belief of Ruskin. That it was impossible to get anything without giving its equal, and that nothing can be created without its equivalent being consumed. For everything gained something is lost. Nothing can be made except at a cost of something to someone, and it is no more possible to manufacture strong, safe and practical parts, which are so necessary with powerful locomotives and high capacity freight cars, without the expenditure of time, talent and material, than it is to increase the speed of trains in which such equipment is used, without a corresponding increase in the amount of coal consumed and the energy exerted.

It frequently happens that the article or device low in first cost, is by far the most expensive in the long run. The first cost is of not so much importance as the character and length of service obtained.

The general use of high capacity rolling stock by the railroads of the country has been followed by a demand on the part of the public, as well as the railroads themselves, for greater safety to protect, not only lives, but the large investment which such equipment calls for.

Roadbed conditions must be greatly changed, grades cut down, curves reduced, stronger bridges built, and heavier rails used. Wooden parts, which not so very many years ago were used in car construction, are now obsolete. Cast iron has been replaced by malleable iron, which, in turn, is being rapidly superseded by cast steel.

Modern locomotives, with the exception of the boiler, cylinders, tires and rods, are constructed of steel castings. Tender underframes are being made of one steel casting, and similar castings are used in the underframes of certain types of passenger cars. In freight car construction, cast steel is being largely used for buffer or striking blocks, for center plates, filler castings, draft sills, side frames, bolsters, and, in fact, all parts requiring great strength, rigidity, and the ability to withstand the severe shocks and strains, incident to present day train service.



THE VULCAN CAST STEEL TRUCK.

It can well be said that to no one factor is due so much of the credit for making possible the powerful locomotives or high capacity freight equipment of modern railway practice, as the development and perfecting of steel foundry methods.

That this development has been brought about, only as a result of endless experiments, investigations, and the expenditure of large sums of money, is explained by a representative of the American Steel Foundries, in discussing some of the methods followed in their plants. This firm by

its untiring efforts in this direction, is producing steel castings of uniformly good quality, which can be specified by engineers with perfect confidence, for all purposes where great strength is required, and derive the full benefits of the lighter construction, as well as reduce the dead weight in their designs to a minimum. With the American Steel Foundries, quality, and not quantity, has been the watchword, which has resulted in their product being the standard by which similar products are judged.

To produce these results, the best that is known in foundry equipment is utilized. The furnaces are constructed in accordance with the latest scientific principles for the melting of metals, automatic molding machines reduce the variation and irregularities so noticeable in castings obtained by floor or hand molding, and the finishing machinery is of the newest types, each one designed for the economical and efficient handling of some one operation.

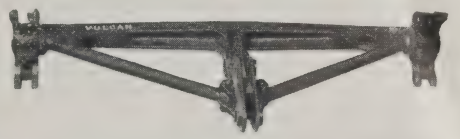
Laboratories are maintained at all of the plants, with experts in charge, who make physical and chemical analyses of every heat of steel produced and whose duty it is to see that no steel is drawn from the furnaces until its chemical and physical properties are exactly as desired.

After the steel is poured in molds and until the finished castings are ready for shipment, a force of inspectors is continually watching for imperfections or defects in molding, which would in any way interfere with the usefulness of a casting. As soon as discovered, such castings are sent back to the furnace to be remelted.

No deviation whatever is permitted from the rules under which the inspectors work. No matter how urgent may be the need of any special casting, unless it has received the O. K. of the Inspection Department, it cannot be shipped from the plant.

From every heat of steel poured, several castings are subject to the drop and pulling tests in powerful machines, specially designed for the work and that put a greater strain on the castings than could possibly occur in service. The machine used for testing Simplex couplers is the largest ever manufactured, having a capacity of one million pounds. For testing the degree of hardness in the treads of Davis Steel Wheels, or other castings which are subject to rapid wear, the scleroscope is used. This instrument consists of a graduated glass tube, from the top of which a hard steel ball is dropped. This ball hits the metal to be tested and bounds back up against the tube again. It is always dropped from the same height, and with the same force, so that the degree of the re-bound, or bounce, indicates the exact hardness of the steel.

The temperatures of all melting furnaces and annealing ovens, which, after much experimenting, have been found to give the best results, are kept uniform by the use of pyrometers, eliminating the possibility of poor heats of steel, or improper annealing temperatures, through mistaken judgment on the part of an operator. This general idea of using devices for the automatic control of each of the various processes of manufacture is utilized in all departments, eliminating, so far as possible, the human factor.



VULCAN CAST STEEL BRAKEBEAM.

Regardless of the pains taken in the various manufacturing processes, good steel cannot be made without care in the selection of the melting stock, or raw material, which goes into the furnaces. Here, again, the chemist performs a very important duty, analyzing every lot of pig iron purchased, rejecting such as shows an objectionable amount of sulphur or phosphorus.

Steel castings of comparatively thin sections, cool rapidly on being poured into molds and develop strains caused by the shrinkage of the metal during the cooling process. To relieve these internal strains and establish a fine molecular structure, the castings are reheated, which is known as "annealing." The value of this treatment cannot be over-estimated when the annealing ovens are properly designed to permit all parts of the castings to receive the same amount of heat, and when the proper temperature is used for castings of different chemical compositions.

When so-called annealing is done in improperly constructed ovens, where the temperature is not controlled by pyrometers and the degree of heat insufficient to break down the original

molecular structure, no useful purpose is served.

With the more important parts of railway equipment, such as bolsters and truck side frames, in addition to the usual tests, two or more castings from each heat of steel are cut up in sections with a cold saw, exposing the interior surfaces, affording a positive check on the quality of the material, and, in case of irregularities, the cause can be quickly determined and the proper remedy applied. Every casting of this description produced, before being finally accepted for shipment, is weighed on a small platform scale, where exceptionally accurate weights can be obtained. If the weight shows a casting to be somewhat lighter than the previously established weight for a casting of this pattern, it is rejected and sent back to the furnaces for remelting.

This is only one of the many precautions taken to insure nothing but sound perfect castings getting into service. It also explains to some extent why it costs more to make such castings, but costs less to use them.

The general appearance of finished castings is a point carefully watched by the inspectors. No castings are accepted for shipment until they have been well cleaned of all core sand, risers, fins, or rough spots. The sand blast is extensively used for couplers, side frames and other important castings, which produces a smoothness of finish that can be secured in no other way, and sometimes reveals imperfections which would not otherwise be detected.

As a final precaution, the inspectors go over the castings with gauges, or templates, which have been made for all important dimensions, to make sure the castings will properly fit into the places intended, after they reach destination.

The safeguarding of foundry employes is a question much discussed during the last few months, and in which the American Steel Foundries have been leaders, their belief being that improved working conditions for its employes had a direct bearing on the improvement in quality of its product, and the results so far obtained have not been disappointing.

Two of the most recent devices which have been developed and brought out by the American Steel Foundries are the Vulcan cast steel truck for freight cars, and the Vulcan cast steel brake beam for high speed passenger equipment.

The Vulcan truck, while retaining all of the advantages and well-known features of the Andrews side frame, eliminates the necessity of tie bars, or journal box bolts, and, at the same time, makes it possible to remove a pair of worn wheels quickly and without dismantling the truck.

The Vulcan brake beam is made of an integral steel casting designed to develop the full braking efficiency of the P. C. or L. N. air brake apparatus.

It will carry a load of 50,000 pounds with a deflection of not more than $\frac{1}{16}$ of an inch, and, what is of more importance, will stand the same test after months or years of service. Unlike a built-up beam, there are no parts to wear or loosen up after the beam goes into service.

SITUATION IS ENCOURAGING.

Information gathered from United States Government reports, in addition to that from heads of various agricultural colleges and universities, shows below encouraging conditions, and possibly indirectly a partial solution of the high cost of living. It is good news any way you interpret it.

Students enrolled in four-year courses in various agricultural colleges:

	1910-11.	1911-12.
New York	597	806
Pennsylvania	400	485
Ohio	389	584
Michigan	412	509
Wisconsin	502	642
Illinois	712	818
Indiana	256	319
Missouri	403	489
Kansas	428	427
Nebraska	247	332
Iowa	532	589
Minnesota	289	324
Massachusetts	402	477
Total	5,569	6,801

BALL TOSSERS, ATTENTION!

The Freight Claim Office Baseball Team has organized for the coming season and would like to arrange games with teams along the Erie line.

Address all correspondence to S. Bridge, Room 280, 50 Church St., N. Y. City.

"My good man, they need laborers badly in the next town."

"Thanks for the warning, boss, I'll make a detour."

"NATE" KIMBALL'S ALLRIGHT.

On the New York Division is a passenger conductor of the name of Kimball, known affectionately by the boys as "Nate." He is essentially an Erie man of the right and proper school.

Back in the eighties "Nate" was a brakeman on extra freight; then he forged to the front and for a long time wielded a flag. From that he became a conductor on the extra list, and finally got a regular run. As he was always a consistent worker and studied the Company's interests, his ability was finally recognized and he was promoted to passenger conductor. Since that happened he has rendered the same good account of himself, always being clean, courteous and a gentleman, and it is one of the most natural things in the world that he should be a general favorite with the boys with whom he works, and a conductor who, through a supreme desire to always do his best to please the patrons who ride with him, has won their approval and holds their good will and friendship.

Much is being published nowadays about COURTESY; it is defined in many ways and put forth as the greatest asset of the age in helping employers to gain results. It would appear that it is the proper slogan, too. This is proved in the case of a railroad's interests by the following letter sent to the Erie's general passenger agent by a patron who recognized the gentlemanly bearing of conductor "Nate" Kimball, and was kind enough to make it known in a letter. The Erie has any number of conductors of the type of "Nate" Kimball on all of its divisions, and this letter is published, because it will please them and inspire them to spread the creed of courteousness throughout the great Erie circle.

Following is the letter:

128 Broadway, New York, April 1, 1913

R. H. Wallace, Esq.,
General Passenger Agent,
Erie Railroad,
50 Church Street.

Dear Sir:

I am doing myself the pleasure to write you a few lines of commendation effecting not only the general service but particularly one, Kimball, the conductor in charge of the train leaving Ridgewood at 8.33 A. M.

It seems to me the proper thing to call your attention to the uniformly courteous treatment accorded passengers by this particular conductor and since I have been told that complaints are chargeable against employes, I am in hopes that favorable comment may be likewise noted.

I am free to say from my experience in traveling on other roads that the service rendered by the Erie and its employes is second to none.

Yours very sincerely,
(Signed) S. Soldin.

To the above letter Mr. Wallace replied as follows:

April 2nd, 1913.

Mr. S. Soldin,
128 Broadway,
New York City.

Dear Sir:

Thank you for your pleasant letter of the 1st instant commending Erie Railroad service in general and that rendered by conductor Kimball in particular.

It will afford me pleasure to let conductor Kimball know through the superintendent of the compliment you have paid him.

Yours very truly,
(Signed) R. H. Wallace,
General Passenger Agent.

WM. JENKINS RESIGNS.

Wm. Jenkins, Chief Clerk to Superintendent F. J. Moser, resigned Mar. 15, to enter other business. Mr. Jenkins was strictly an Erie man, having entered the office of Superintendent, Mahoning Division as message boy, June, 1894, and during the following ten years was advanced through the Superintendent's office, step by step, up to Chief Clerk.

In 1904 Mr. Jenkins thought his health, demanded that he obtain outside work and he was appointed Yard Master at Niles, Ohio, which position he held two years, returning to Superintendents's office in 1906 as Chief Clerk and remained in this position up to date of his resignation. Mr. Jenkins was an able man in every position, but was especially fitted for that of Chief Clerk. He met all questions with energy and fairness and managed to keep the dove of peace near the office door. He made friends for himself and for the Erie among all classes. We regret his going and our good wishes will follow him into the new field.

On Monday evening, Mar. 24, a large number of Mr. Jenkins' friends met at Trainmaster P. Minehan's office and proceeded in a body to Mr. Jenkins' home, when they bid him a last farewell and presented him with a bed room set complete, the bed itself being a beautiful thing in dull finished heavy brass. Mr. Jenkin's successor is Mr. C. F. Eberhart, another strictly Erie boy, who worked through the ranks from messenger boy to Chief Clerk, and we wish him the same success, that followed Mr. Jenkins.

ERIE AIDS SALAMANCA.

At 10 A. M. on the morning of March 27th, the Dudley House, leading hotel of Salamanca, N. Y., and the

stopping point for all Erie Railroad officials, took fire and was saved by the excellent work of the Erie Shop Fire Department.

Much credit is due Foreman Griffin. If this hotel had been totally destroyed, the flames probably would have taken the whole town with them. It is said that the hotel will be ready for service in about four weeks. The cause of the fire is unknown.

The writer, "Jock" Davis, general foreman roundhouse, did not lose any of his valuables, but Engineer Green, who resided at the Dudley, was the loser of two hats. No one was injured.

The burning of this hotel will be a great temporary loss to Salamanca, as it is one of the most popular hotels in New York State, and all residents hope for a speedy completion of the new hotel.

The Erie proved a great factor in this fire, as switch engines were whistling and blowing shop fire alarms and helping to group firemen together.

Herewith is a letter of thanks from the chief engineer of the City Fire Department:

Salamanca, N. Y., April 1, 1913.

Mr. F. M. Hawley, Supt.,
Allegheny Division;

Mr. A. J. Davis, President,
Erie Railroad Fire Department,
Salamanca, N. Y.

Gentlemen:

The Salamanca Fire Department wishes to express its appreciation of your prompt response to the call for assistance at the fire at the Dudley House on March 27, 1913; we also thank you for the help given us at that time, and the use of the hose and other apparatus on that occasion was very acceptable.

Yours truly,
(Signed) A. Coe,
Chief Engineer.

(Signed) F. M. Hall,
Secretary-Treasurer.

It takes just as much sense to back out when wrong as to be sure you're right before going ahead.

From Correspondents Along the Line

MAHONING DIVISION.

"Jeff" Stevens spent Tuesday in Pittsburgh, Pa. He's very quiet about what he did, but he can't get over the size of the place and the amount of smoke he consumed while there.

CLEVELAND STATION.

We all rejoice in the good fortune of Chester Delmar Freeman, former "depot ticket clerk," who has been recently appointed assistant city ticket agent. We hold great hopes for "Chet's" future, as he is an able ticket man, having worked at Oil City, Pa., before coming to Cleveland. He will be succeeded by C. W. Kemerer, former baggage agent.

NEW YORK DIVISION.

On April 15th a drawing for a $5 gold piece will be held under the auspices of the Erie Signalmen's Benevolent Ass'n at St. Boniface Hall, Paterson. There is no doubt but this thriving and worthy association will make a great success of the drawing. However, too much cannot be done for them in their attempt to establish for themselves suitable rooms, where they can hold meetings. At present the association is composed of 82 members, and it is hoped that in the near future their membership will be greatly increased. This association, which consists of Erie men, only, was formed Feb. 20, 1912, and has for its officers men of high calibre, such as John F. Colvin, president; M. D. Coope, vice-president, and who, by the way, was the first president of the association; J. R. Mawhenney, financial secretary; O. Gogler, recording secretary, and J. H. Storms, treasurer. The trustees consist of H. Redyke, B. Colvin and C. H. Winters. In the near future the officers plan to have some fine times in the day of picnics and dances, which will likely be managed by Mr. M. D. Cooper, one of our most popular maintainers, now located at Paterson. Should any of the signalmen approach you with some tickets, remember it's for a good cause, so buy a few. They are only 5c.

The annual meeting of track foremen and foremen of bridges and buildings and signals, was held in the Marshall & Ball Building, Paterson, on the 12th of March. The morning was spent in addresses by the officers of the different departments. At noon dinner was served in Crawford's Restaurant, the session being resumed at the conclusion of dinner, and the time was spent in discussions by the employees. Among those who made addresses were G. B. Owen, engineer maintenance of way; J. G. June, superintendent of terminals; J. B. Dickson, superintendent, and H. Knight, division engineer. Those present other than the supervisors and foremen were

H. R. Comfort, master carpenter; I. H. Schram, assistant division engineer; H. C. Price, supervisor of signals, and H. G. Dolson, chief clerk.

Great credit is due Mr. H. C. Price, signal supervisor, New York Division and Branches, for the important part which he played in the installation of block signals from Middletown to P. O., which are now completed.

Frank H. Seeley, at present holding the important position of claim clerk in the superintendent's office, has announced his engagement to Miss Carrie Benedict of Warwick, N. Y., and expects to be married in the early part of June. We congratulate you most heartily, Frank.

Mrs. R. Schatz, wife of R. Schatz, relief maintainer, Terminal Division, died at 2.30 P. M. on March 13th, 1913, at their home, No. 165 Zabriskie St., Jersey City. The boys of the Signal Dept. and his many friends on New York Division, extend their heartfelt sympathy.

A trip to Washington, D. C., would ordinarily cause no comment, but it is unusual that a messenger boy should make the journey for the sole purpose of witnessing a Presidential inauguration ceremony; Ronald Moore, age 15 years, messenger-boy in "JY," train dispatchers' office, carefully made his plans, and at the proper time and place was lined up with a "Brownie" (neuter), prepared to press the button, when Messrs. Wilson and Taft passed. The button was pressed and a picture of the past and present rests securely on a film that refuses to give up its secret; it won't develop, but Ronald will, and with his deep interest in current events we predict that this youth, inspired by his admiration for President Wilson, will some day take a prominent place in the political world.

One of our popular and well-known G. L. division firemen, by the name of A. L. Thorn, alias "Friday," is the proud father of a son, born March 13. Both are doing finely. The best brand of cigars has been passed around to celebrate the event, and we hope to see, in time, young "Friday" in overalls working for the company.

STROUDSBURG SHOPS.

Storekeeper and Chief Clerk S. E. Knapp spent Easter among friends at Avon, N. Y.

The shops fire company held its first annual banquet at Carlton's restaurant, lower Main Street, on Thursday evening, March 20th. They had as their guests Master Mechanic T. S. Davey, General Foreman Walter H. Snyder, Assistant General Foreman Raymond S. Lee, Roundhouse Foreman Martin Bush and Arthur F. Everitt, editor of the "Stroudsburg Daily Record." An elaborate menu was served, and a most enjoyable evening was spent. The boys intend to make this an annual affair. They hereby give warning that they intend to win all prizes at the Erie annual meet this year.

Engineer John C. Sullivan, the oldest engineer in time of service on the W. B. & E., has been honored by having his name placed on the cab of engine 52 for meritorious conduct. John is the first man that ran an engine on the W. B. & E. connection. Mr. Sullivan is one of Stroudsburg's leading citizens, has a fine home on Scott Street and is the father of an interesting family.

Among the officers and employes that attended the Monroe Co. (Pa.) Resort Ass'n banquet at the Indian Queen Hotel on Friday night, March 14th, were Trainmaster Joseph D. Rahaley, Division Freight Agent W. R. Wheeler, Station Supervisor John Klopman, Jr., Stroudsburg Freight and Ticket Agent T. F. Kane, James R. Kincaid, yardmaster at Beaver Lake, N. J.; Martin Bush, roundhouse foreman at Shops, and Harry Q. Snyder, yardmaster at Shops.

The Mutual Aid Association, an organization among the shop employes, has held its annual meeting and social in the Sons of Veterans' Hall on N. 8th Street, Monday night, March 24. This association was organized Jan. 1, 1909, with 124 members; since then it has added 104 new members and lost 33, leaving a present membership of 195. Money received from all sources to date, $2,494.00; paid out for sick and funeral benefits, $2,220.25; hall rent, $15.50; stationery and printing, $10.26; total, $2,246.01; balance in treasury, $247.99. This association is doing a great deal of good among the men, and every employe should identify himself with it. The meeting on Monday night was most successful and enjoyable. Wives and sweethearts were present, most appetizing refreshments were served and various games and dancing were participated in.

DUNMORE SHOP ITEMS.

The Machine and Boiler Shop Baseball Teams have elected their respective managers for the coming season. Joe Burns will pilot the Machine Shop

and Jimmie Davitt will handle the Boilermakers.

These two shops are well supplied with real live ball tossers and they expect to "clean up" in the 1913 campaign.

The two teams in question will play an exhibition game at McKenna Park, Saturday, April 5th, and both managers are very anxious that all players wishing a "try-out" will report on this date, in order that they may get a line on them.

The official Umpire will be John Conroy, recently transferred from Avoca Round House; he will succeed John Clay, who was relieved at his own request account of old age.

F. E. Schoonover, appointed Foreman, Car Dept., to take Wm. Miller's place, has taken charge recently. Success to Mr. Schoonover.

Stenographer Walter Cavanagh, is convalescing after a recent attack of Grippe.

Clerk F. K. Spencer, resigned March 31st, to open up a "Green Goods" Store in Scranton. Mr. Spencer has had considerable experience in this line, and there is no doubt he will make good. All his former fellow employes wish him success.

Messrs. Sharkey, Reed and Steele's Auto trip to Meadville has been postponed account of Mr. Steele being injured while at work in Dunmore Car Shop, much to the dissatisfaction of Mr. Reed.

Henry Pfeiffer, while at work at a saw in the Pattern Shop, had one of his fingers painfully cut.

The Foremen recently held an informal session, which will be recalled by all present as one of the pleasantest events of the kind ever held. By "informal" it is intended that the reader understands that no swallow tails were in evidence, and that Delmonico did not do the catering. A substantial repast was served by a committee composed of J. A. Duffy, C. W. Warner and T. E. Brink, and it was unanimously agreed they knew their business. Messrs. Blackburn, Sly, Duffy and Clay, the Erie Shop Quartette sang a few selections which were well received.

Division Claim Agent, John R. Douglas, Jr., was recently in Binghamton on personal business.

Traveling Auditor, S. B. Taylor, has been checking Dunmore Shop Time Records during the past two weeks.

DELAWARE DIVISION.

Division Clerk N. T. Conn was confined at his home during the latter part of March on account of illness.

"Bwano Tumbo," "Dutch," or Fred Trayboldt, was relieved of an elegant seven-dollar derby while in attendance at a surprise party given a prominent citizen at the Hotel Hendrickson, at Lanesboro, during the first part of March. When "Bwano's" friends heard of his plight, they got together and sent up a sky piece to replace the stolen derby, and in this manner he was allowed to return to his home, thus saving his relatives from much alarm over his absence.

Our old friend Jas. (A. H.) Burns is again on the old stand with General Yard Foreman Smith at Susquehanna.

S. W. Jennings, stenographer to Division Engineer Barnes, won second place in a pistol shooting contest in the Star Shooting Gallery at Susquehanna, Thursday, March 20th.

After many trials and hardships, W. B. Canfield, stenographer to Superintendent Baldwin, with the aid of the employes of the road in the vicinity, succeeded in accumulating a sufficient quantity of tobacco coupons to enable him to secure a handsome Bristol steel fishing rod. It is said that Willis is now rehearsing in his back yard. Some of the perfect casts he intends making when the fishing season opens.

BUFFALO MACHINE SHOPS.

Joseph Carr has been appointed laborer foreman at Buffalo Machine Shops, in place of Joseph Sieg, who recently resigned to accept a position elsewhere.

Ed. Tredennick's habits have not changed one bit since he came to Buffalo, as he still believes in attending late oyster suppers. A short time ago Ed was seen in a downtown restaurant at a late hour of the night accompanied by General Foreman J. N. Gaiser, seated at the table enjoying a bowl of oysters, too.

Frank Newell, our congenial locomotive tool inspector, is pretty chesty of late and is boasting about the nice fresh eggs he gets from a noted poultry farm near Angola, and gives this as the reason for him getting so "fat." He has been feeding our popular oil room attendant, Heine Burgsthaler, with eggs for breakfast, dinner and supper, and has got him worrying a whole lot on where he intends to

establish a small poultry farm as a side issue. Heine thinks there's money in it and Swipes says there's eggs in it.

Just look at Paddy Moore laughing way up his sleeve, because he is not mixed up with this deal.

SUSQUEHANNA SHOPS.

W. P. Danielson, employment clerk, is rapidly becoming ambidextrous. Bill says "necessity is the mother of invention" in his case. By writing employment papers with one hand and resignations with the other, he is just able to keep even with the game at present and he faces the future with some misgivings. When the blue birds arrive and the sun shines on both sides of the fence, he anticipates the necessity of short hand and a linotype.

Tool Room Foreman Sperl reports the continued absence of several of his flock of chickens. As they have never heretofore shown an inclination to wander far from the feed dish, he is forced to the conclusion that they are being detained by force. Thibaut says that Storekeeper Collins is the only person who keeps late hours on the Oakland side of the bridge. In extenuation, it can be said, however, that Collins is still a bachelor and boards at the "Oakland" and can have no use for chickens, unless he uses the feathers as "quills" with which to write requisitions.

We have gotten the steel pilot proposition all figured out now, and if the cartoonists for the New York Sunday papers will kindly continue to confine their efforts to the parcels post, we will get by all right.

Messenger "Johnnie" Dean is sprouting something on his face; he says it is too early yet to tell whether it is to be feathers or whiskers.

Mr. Foley, the venerable janitor of the engineers' and firemen's rest room at Susquehanna Shop, seriously contemplates importing several of the famous "Kill-La-Loo" birds from Ireland. His idea being to train the birds to give their well-known "call" at certain specified times, thus doing away with the necessity for call boys to awaken engine crews, and thereby show a substantial saving for the "Old Reliable." It is generally understood that these birds inhabit the sea shore in their native home, but as the water crane and sand house are in close proximity to the rest room, it will be no problem for a versatile man like Mr. Foley to imitate the native environment to such an extent as will be necessary to deceive a simple-minded bird. Mr. Foley's enthusiasm is worthy of emulation and is heartily supported by Geo. O'Dell, superintendent of locomotive operation, being in line with his well-known "economy campaigne."

BUFFALO CAR SHOP.

Mr. A. Trautman, Supt. B. C. Shop, has moved to Buffalo from Kent, O., where he resided during his term as Superintendent at Kent Shop. Mr. Trautman is now located in the splendid residential district, Parkview Ave. On the eve of their departure for Buffalo, Mrs. Trautman was the victim of a very serious accident, caused by slipping on an icy sideshow more willingness by their atwalk, breaking one of her arms and severely spraining the other. Buffalo Car Shops extend their sympathy to Mrs. Trautman and we are glad to hear that she is rapidly recovering from her unfortunate accident.

Helmuth Lenz has been appointed P. W. C. in Mr. W. T. Duffin's gang from Timekeeper in the Storekeeper's office. D. Frazer has been appointed to fill the vacant position.

The committee for betterment, protection and advisement, meet now in Mr. Trautman's office on the second working day of each month. Some very good ideas have been forwarded and the majority has been acted upon. In one instance a decided improvement has been fully shown and is shown daily. Others will be shown as soon as this inclement weather breaks. On this committee the attendance is not up to standard and the men who are chosen to represent their co-workers should tendance as the feeling between the employes and the Erie R. R. Co. should be mutual.

Although the h avy fall of snow prevented the regular run daily of the Fire Team, they bunch together and jog their 100 yards daily on Perry St. It is what Fire Chief G. Goldsmith calls "wind practice."

Mr. Frank Barron, Freight Car Foreman, was the recipient of a good-sized wad of Uncle Sam's long green from a sale of property in Austria, his fatherland. Frank is a good scout and we hope his investments will be profitable.

There has been quite an output of cars for the Signal Dept. and construction plows, spreader, cinder and

ballast cars this month, which point to a lot of construction work to be done.

Lawrence Schwab came back from Toledo, O., broken-hearted. He will tell you all about it and the Bowling Team.

The Foremen of all departments assembled as usual for their monthly meeting. Quite a lot of business was transacted and some good suggestions were offered and acted upon, which will be shown in the usual transaction of business shortly, the most prominent among them being Safety.

All branches of work here are kept hustling to fill orders and all departments are working full time.

Mr. Elon Nott is going to remember us with early flowers this spring and summer. Mr. Nott is the leading Florist and Botanist of Hamburg, N. Y.

Erie Coal Dock has resumed business operations again and early navigation is expected. This Department is under the supervision of H. McKenna, Foreman.

ALLEGHENY DIVISION.

Messrs. W. H. Moffatt and G. E. Rathbun, clerks in the superintendent's office, made a brief visit to the coal regions recently. Both report a good time and state that they are going again. Wonder what the attraction can be?

The regular monthly agents' meeting of the Allegheny and Bradford Divisions was held at the Hotel Dudley, Salamanca, N. Y., March 18th, with an unusually large attendance.

E. G. Johnson, stenographer in the superintendent's office, spent Easter Sunday at his home in Jamestown.

Conductor J. J. Kinney of the Allegheny Division, who was injured at Hunts, N. Y., on February 9th, resumed duty on March 13th. "Crab" is evidently not superstitious of the 13th.

A. P. Bedell, timekeeper in the superintendent's office, journeyed to Washington, D. C., with the graduating class of the local high school, on March 21st, where he frivoled for a week in the sights of our Capitol City. He returned to his native city, via New York City, and enumerated his many experiences while in that city and Washington, to a host of admiring friends. "Sliv" (for that is his cognomen) said: "New York has *some* buildings, and made mention of the fact that every cord in his neck was out of place, due, no doubt, to an effort to discover what was on the top of the aforementioned buildings.

E. H. Landon, who has been employed as stenographer in the division engineer's office for several years, has resigned his position and gone to farming near Randolph, N. Y.

E. D. Jones, employed as stenographer in the freight office, has been transferred to the division engineer's office, on account of the resignation of E. H. Landon. J. M. Lilly of Bradford, Pa., has accepted position as stenographer in the freight office, made vacant by Mr. Jones.

Chief Despatcher W. H. Daley and Mrs. Daly spent Easter in New York City.

MEADVILLE SHOP ITEMS.

Cleanliness, tidiness and general neat appearance has been the slogan hereabouts, and the results are that the shops and yards adjoining never looked better than they do now, and when the general managers' annual inspection occurs, the Meadville Shops will be in line for favorable comment.

Harry J. Ackworth has been transferred from the Kent Stores to Meadville; he has been promoted to chief clerk to Mechanical Superintendent John McMullin, taking the place made vacant by the appointment of Francis M. Graff as special agent of the Mechanical Department, with office at Meadville.

Charles Ehrgot, who for many years was clerk in the master mechanic's office, has been transferred to the Car Department. It is a well deserved recognition of faithful and efficient service.

Business on the division is very brisk, and the call for more power is urgent.

H. D. Brown, assistant engine dispatcher, while passing out of the oil room, fell and broke the right fore arm and dislocated the wrist.

Engineman John Quick has reached the age limit and has retired. Mr. Quick has been with the Erie since the construction of the A. & G. Western Railway. He is a native of Cattaraugus Co., N. Y., and a lineal descendant of the famous Scout and Indian, Fighter Quick, one of the earliest settlers of Western New York. Mr. Quick, better known as "Jack," has been an engineer in the passenger service for upwards of 40 years, and it is the wish of all his acquaintances

that he may live long to enjoy a well earned rest. His extreme modesty will not permit a photograph to accompany the sketch.

CLEVELAND SHOPS MENTION.

Frank Painter, foreman of the pipe shop, has been off duty for several days.

We have installed at this plant the Blow gas welding and cutting machine. Since being placed in commission, it has turned out to be a very useful and money-saving little machine, especially in the steel car yards and repair shops, where it is giving entire satisfaction in getting foreign steel cars into service much quicker than the old way. In fact, it is used all over the yards when this kind of work is required quickly and at very little cost.

A. Goetz, ledger clerk, having resigned to accept another position out of the city. L. Glosh, stenographer, has been appointed in his place.

C. A. Larson, traveling auditor, has been in our midst for a month, checking up the regular routine of business, which calls him to Cleveland, when the occasion requires him, and found everything in very good shape.

Frank Papeka, piece work checker, was off on a short visit to Pittsburg, Pa., to visit friends and relatives, and very much enjoyed the short trip.

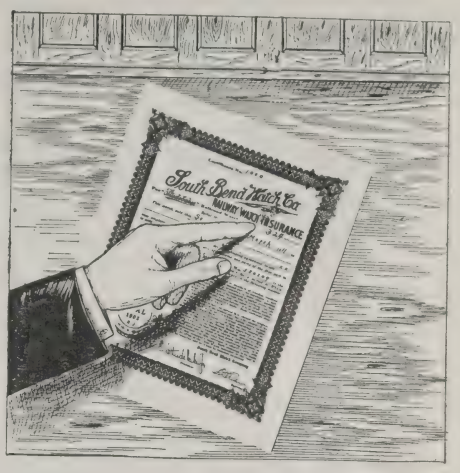
G. W. Kirk, of the Car Dept., has been off duty for a few days on account of the serious illness of his wife.

A. J. Jordan, piece work checker, made a flying visit to Toronto for a few days and from his looks on returning, there must be more than relatives that interest him.

It is very seldom we wish to refer to any one whose business takes him out of the city. In this particular case, L. C. Fitzgerald, our very popular foreman of the Car Dept., has very often run out of material to get his cars into service and invariably falls back on Kent, O., to help him out. We give him great credit for those trips. As Fitz is a handsome batchelor, there may be some other attraction instead of hurrying up the material to Cleveland Shop.

We are all sorry to hear of the severe sickness of the wife of Leo Mead of the check booth, and wish her a speedy recovery.

Charley Kunry of the fitting shop has just recovered from a slight attack of la grippe. We are all glad to see him back at the bench.



Is your watch Insured?

It costs no more to carry an insured watch than it does to carry one that is not insured.

And you are then protected against changes in railroad watch requirements.

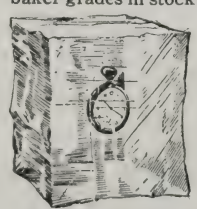
The SOUTH BEND Studebaker RAILROAD WATCH

Every *South Bend Studebaker* watch which is insured by the manufacturers to pass railroad inspection for five years to come.

The fact that we are insuring our *Studebaker* watches to pass future railroad watch requirements as well as those of today is positive proof of the high quality and accuracy of these famous railroad grades.

We could not for a minute, think of insuring our *Studebaker* watch to meet future requirements if we were not building a watch that fulfilled every possible watch requirement.

Your local inspector has a line of these South Studebaker grades in stock and also a copy of the Insurance Certificate which the manufacturers give with every Studebaker watch.



The next time you call at your local inspector's have him show you this Insurance Certificate—see for yourself how you are protected against buying a new watch. Or write for a specimen certificate. It may save you the cost of a new watch at some future date.

SOUTH BEND WATCH COMPANY
SOUTH BEND, INDIANA

Our friend Jerry, storeroom supply man, took a few days vacation around the suburbs of our forest city and enjoyed the trip greatly.

We very much regret to announce the death of Mr. W. Lavery, who will be better remembered as our assistant mechanical superintendent several years ago. His death took place at his home in Cleveland, March 13th, and he was laid to rest on the 15th. In 1887 Mr. Lavery came from Dennison Co. and was appointed M. M. when the old shops were located at Literary St. His next step was to Galion, O. Then from Galion to Meadville; from Meadville to Susquehanna and from the latter place in 1891 he was appointed asst. mech. supt.

One of the most severe windstorms that has struck Cleveland for many years, took place Mar. 21st, and what would have been a terrible accident and big loss to the company, and also the inconvenience it would have put every one to, was avoided by the great precaution taken by G. A. B., M. M. To save the boilers' smokestack, one of Mr. Boyden's subordinates called his attention to the great danger that was confronting him, and he immediately got busy and called on the wrecking crew, and with block and tackle they pulled the guy line post back to position. In a short space of time the stack was over 4 ft. out of its place at the top and swinging from the three boilers and got all the men out of danger. Every one was warned to get to some place of safety, so near was it blown down. After the guy lines were tightened and the stack back to its place, all work was resumed and every one was thankful that the accident was avoided.

KULLED AT KENT.

Letters and souvenir cards received from California lately state that Mr. E. A. Wescott, late supt. Car Department, is regaining his health rapidly. Mr. Wescott is accompanied by Mrs. Wescott in his sojourn in the State of sunshine and oranges, and in the search of health and happiness.

Harry Williard was recently promoted from clerk to Mr. E. J. Williams, foreman freight car repairs, to piece work checker. Harry has given up all notions of entering the pawnbrokers' business and says his next business venture shall be on the sea of matrimony.

Mr. J. H. Osterhout Wins

This Beautiful Timepiece—



The 19 Jewel

B.W.Raymond

Winding Indicator Watch

Offered by us in the February number of the Erie Magazine as a prize for the letter best describing this watch's merits. We received so many excellent letters that our advertising agents had difficulty in reaching a decision. They finally awarded the prize to Mr. J. H. Osterhout, an Erie trainman, of Matamoras, Pa.

Mr. Osterhout and our many other correspondents evidently have, as a result of their railroad experience, a hearty appreciation of the safety features of this up-to-date watch. Excerpts from Mr. Osterhout's letter will be found in later advertisements.

ELGIN NATIONAL WATCH CO.
10 S. Wabash Ave. CHICAGO, ILL.

ELGIN NATIONAL WATCH CO.
Chicago, Ill.

Enclosed find 50 Cents for Combination Leather Pocketbook, Timebook and Cardcase.

Name _____

Address _____

E.M. 4

United States Mortgage & Trust Company

Broadway at 73d St. 55 Cedar St. 125th St. at 8th Ave.

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GEORGE G. WARD...1st Vice-Pres't Comm'l Cable Co., New York

CAPITAL & SURPLUS $6,000,000

Modern Safe Deposit and Storage Facilities at all Offices

Harry J. Ackworth, our late storekeeper and chief clerk, has been promoted and made chief clerk to Mr. J. McMullen, mech. supt., with headquarters at Meadville, Pa. Mr. Ackworth has been one of the most honored and respected employes of Kent Shops, and his transfer and promotion are the results of strictly attending to company business and also for the painstaking manner and accuracy he exercised in all his dealings and affairs connected with the position. In appreciation of his friendship, the foremen, assistant foremen, office force and piece work checkers, presented him with a diamond studded necktie pin. Miss Bessie Hammer of the office force made the presentation and in a few, but well chosen words, he thanked the donors, stating his regret for severing home ties with the ones he had been in daily touch with and association for the past 20 years. Believe us, Harry has a bright and successful future before him.

Mr. Chester E. Frasier of Mr. Ackworth's office force succeeds the latter as chief clerk and storekeeper. Mr. Frasier has always been a diligent and hard worker and he merits the promotion.

We received an unexpected visitor at our shops recently, in the person of the editor of our Magazine. His visits are always welcome. The Magazine should be congratulated on having such an earnest and hard worker for its editor.

Thanks, Fred—A. W. M.

GALION SHOPS.

W. B. Pelton, formerly of the Cleveland-Galion Motor Truck Company, has taken a position in the office of Master Mechanic Depue.

Engine 1409 left the back shop February 28, after undergoing general repairs. The locomotive has been placed in yard service at Marion.

J. M. Mitchell, foreman carpenter shop, was off duty for a few days suffering with pneumonia. J. J. Sargel served as acting foreman.

C. A. Allen, former superintendent of the Cincinnati Division, is being mentioned as a prospective candidate for Mayor of Galion on the Republican ticket. Mr. Allen has registered at Columbus and is a frequent attendant at the sessions of the legislature.

Fred Helfrich, former employe of the boiler department, has gone to Kent to accept the position of piecework checker.

Henry and Adam Bilsing, Erie em-

The Geo. D. Davidson C

Official Watch Inspectors

163 Newark Ave. Jersey City, N

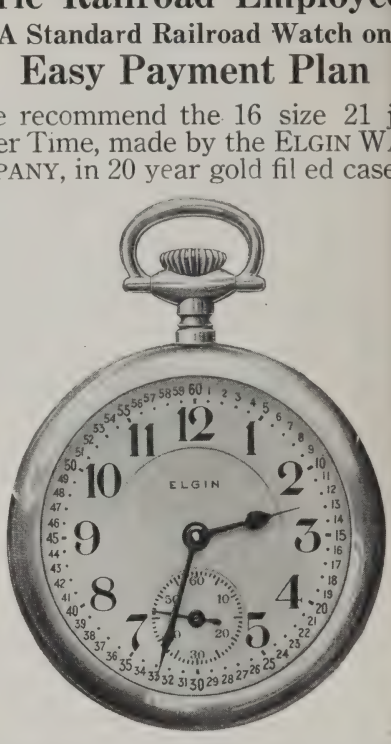
Offer to

Erie Railroad Employees

A Standard Railroad Watch on

Easy Payment Plan

We recommend the 16 size 21 jev Father Time, made by the ELGIN WAT COMPANY, in 20 year gold fil ed case.



It is one of the smallest S andard R. R. Watc made, is adjusted to 5 positions, isochronism, a temperature, will pass any Railroad inspection, a has our ***Unqualified Guarantee Behind It.***

Fill out the coupon and mail it to us, and we gladly tell you how you can secure this watch our Easy Payment Plan, with no initial cash p ment required.

GEO. D. DAVIDSON CO.
163 Newark Ave., Jersey City, N.J.

Without any obligation on me whatsoev please send me particulars about Easy Payme Plan upon which you sell Standard Railroa Watches to Erie Railroad Employees.

Name

Street

City

State

Occupation

Division



ployes for the past seven years, have resigned and gone to Craig, Col., where they have purchased a ranch.

Engine 1668 has been admitted to the back shop for general repairs.

Unser Fritz Amann, ex-alderman and well-known Erie shop employe, is taking quite an interest in public improvements and has submitted several articles to the local press regarding a public park and a new school building. While a member of the city council Unser Fritz was one of the most active members of the legislative body.

At Fort Bayard, N. M., on March 4, occurred the death of Sergeant Clarence E. McNeal, of Mexican fever. McNeal's home was in Galion, but he has been a member of the regular army for the past eight years. He served as an apprentice at the machinist trade in the Erie shops here, and many of his former friends regretted to learn of his death. He was buried at the fort where his demise occurred.

George Casey, a well-known and popular Erie engineer, died at his home in this city Tuesday, March 11, after a short illness. He was afflicted with dropsy, but pneumonia was the immediate cause of death. He had been confined to his home three days and his death came as a great shock to his relatives and friends. He had continued his work until well into January of this year, making daily trips as engineer of the train running between Marion and Galion, hauling Erie employes who change their runs in the former city. Mr. Casey entered the service of the Atlantic and Great Western Railway as fireman in 1873, working on freight four years and three years on passenger. In the fall of 1880 he was promoted to engineer and continued in that capacity on the same road and through various managements for thirty-two years. He was frequently entrusted with special train runs, and always enjoyed the confidence of his superiors. Pre-eminent characteristics in the life of George Casey were his intensely human tendencies. His disposition was to make the best of life, not only for himself, but for his fellows. He was ever-cheerful and open-hearted, sympathizing with those in distress and rejoicing with those who were happy. His kindly greeting and sunny smile will be missed by the many who enjoyed his genial friendship.

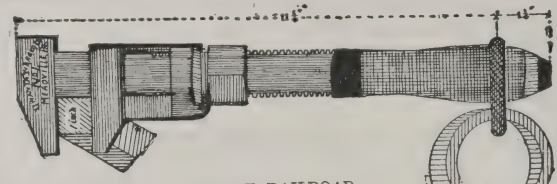
SEWING MACHINE 50¢ PER WEEK. Easy payments to reliable people and at a low price. Write for my offer. FRED BIFFAR, 180 N. Dearborn St., Chicago, Ill. Offer No. E10

THE BALDWIN LOCOMOTIVE WORKS
PHILADELPHIA, PA.



LOCOMOTIVES

UWANTA SPECIAL THE RAILROAD STANDARD

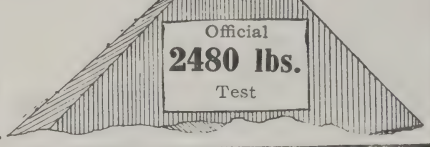


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REMEMBER, OUR IRON HANDLE WILL NOT BREAK, BEND OR SPLIT

Special Construction, Correct Proportions, Superior Materials, with no parts to be easily damaged, to get out of order, or lost off—has made UWANTA the most DURABLE Wrench built.

UWANTA WRENCH CO., Meadville, Pa.



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Buffalo Storage and Carting Co.
350 SENECA STREET
BUFFALO, N. Y.

National Waste Company

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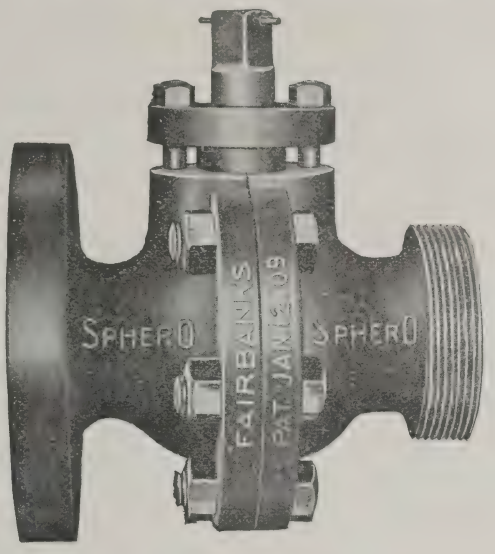
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Locomotive Pattern



FLANGE TYPE

The Best Locomotive Blow-Off Made
Easy, Quick and Positive Action
Straight Through Passageway
Interchangeable Parts
Renewable Seats
Quick Repair

Engineers and Purchasing Agents will realize how carefully we have covered in the "SpherO" Ball Valve the method of quick and easy repair, as it requires no lathe work, filing or expert service to replace parts.

To make the "SpherO" Ball Valve AS GOOD AS NEW it is only necessary to remove the old seat rings and substitute new ones.

Equip One of Your Locomotives at Our Expense

Ask for Our Catalogue No. 760

THE FAIRBANKS COMPANY
NEW YORK

FOR ALL ERIE EMPLOYES

These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

THE ERIE R. R. EMPLOYES' MAGAZINE

Room 1077, No. 50 Church St. - - New York City

☞ These advertisements are FREE to all Erie Employes.

ATTENTION POST CARD COLLECTORS!—Join the International Post Card Club and receive souvenir post cards from all over the country. If interested write for particulars. Wallace W. Whitney, 497 E. 18th St., Paterson, N. J.

ANCONAS and Black Leghorns, $1.25 per 13 eggs from prize stock. Henry T. Evans, Blassbury, Pa.

EGGS for Hatching; extra fine stock. Five cents each for the following, breeds: White and Brown Leghorns, Rocks and R. I. Reds. Otis T. Gregory, Passenger Dept., 50 Church St., New York.

EGGS for Hatching from my Choice Pen Pittsfield Plymouth Rocks; noted for their heavy laying. Limited number settings at $1.50. G. W. Pulis, Agent, Caldwell, N. J.

EGGS for Setting; Rose Comb Rhode Island Reds; good layers; 75c. per fifteen for now and remainder of the season. L. Davenport, Ogdensburg, Sussex Co., N. J.

FOR SALE—Single Comb Rhode Island Red Eggs for hatching, $2 per 15. Degraff strain. W. M. Burrus, 520 N. Lincoln Ave., Scranton, Pa.

FOR SALE—Thirty full-blooded white leghorn hens (yearlings); just the thing for breeders; also thirty nice cockerels for sale, cheap. M. J. Lynch, Operator, Caledonia, N. Y.

FOR SALE — Thoroughbred single-comb brown leghorn cockerels. Bred from winners and laying strain. Hatched in May. At one dollar and half each. G. W. Tamplin, R. F. D. 57, Sharon, Pa.

FOR SALE—D. W. Young's strain White Leghorn Eggs for hatching, $1.00 for 15; $5.50 per hundred. F. R. Brink, Hewitt, N. J.

FOR SALE—An old German Violin, hand made, even in all positions, easy playing, far carrying and mellow tone. A bargain to a quick buyer. Price $30. R. K. Van Allen, Room 379, 50 Church St., New York, N. Y.

FOR SALE—Twelve room house, suitable for two families, city water, half acre garden, fruit and shade trees, chicken house. Also, Carpenter and Paperhangers' outfits, sewing machine, furniture, feather beds, canned fruit, etc. Inquire or address, L. E. Van Antwerp, 38 Westfall Ave. (Oakland), Susquehanna, Pa.

BARRED ROCKS and Silver Laced Wyandottes. Eggs for hatching, 75 cts. per 13. J. E. McMunn, Clerk, Greycourt, N. Y.

FOR SALE—Winchester Rifle, nearly new, 16 shot. J. C. Reynolds, Operator, Cuba, N. Y.

FOR SALE—Edison Home Phonograph, 200 two minute records, 31 inch brass horn, with large bell, oak record cabinet (holding 175 records), all in good condition; $118 value for $45. Address, H. A. Staub, 349 Franklin Ave., Kent, Ohio.

FOR SALE—Ray No. 1 4x5 Camera, with Umium Shutter, Rapid Rectilinear Lens, together with one plate holder on one film pack adapter. Price $10. Address, T. R. Gilkey, Erie Ticket Office, Youngstown, O.

R. C. R. I. Red Eggs, Tuttle Strain, $2 per 15, from Hagerstown and Columbus winners. C. S. Anglemyer, Agent, Washingtonville, O.

FOR SALE—Belgium hares, rabbits, red and white, gray and white. Prices reasonable. Write to H. Goodwin, 565 E. 18th St., Paterson, N. J.

FOR SALE—A fine lot of free ranged, single-comb White Leghorn Cockerels from reliable stock, $1.00 to $2.50, according to maturity and points. Write me. C. M. Forbes, agent, Peoria, Ohio.

FOR SALE—Black Langshang Eggs for hatching, $2.00 per 15. Prize Winner. G. W. Burns, 376 Grove Ave., Galion, Ohio.

FOR SALE—Edison Kinetoscope complete; adjustable stand, 16 ft. screen and supports; Edison production—Passion Play, 3 reels, 2 extra reels, special lecture, 12 slides —Holy City. Outfit packs in 34 in. Taylor trunk included. Used less than month. Address G. D. Sheasley, Meadville, Pa.

SINGLE COMB Brown Leghorn Eggs for Hatching, Shoemaker or Shaller strain, $2 per 15. Fertility guaranteed. G. W. Tamplin, R. D. 57, Sharon, Pa.

TWO GOOD VACANT LOTS, 50x100 ft., In City of Galion, Ohio. One on John St., one on Summit Ave. Will sell cheap or will trade for good horse. Address, F. S. Kennedy, Medina, Ohio, R. R. 3.

WANTED TO BUY—Second hand type writer. Must be in good condition. For terms and further information apply C. B Courtright, agent, Plains, Pa.

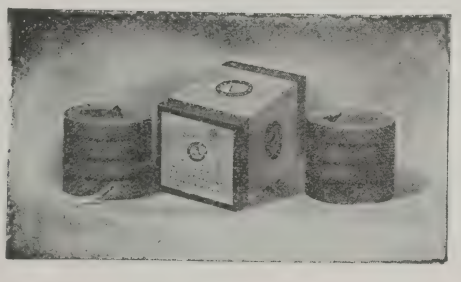
WANTED—Railroad men, experienced in following lines: Commercial Traffic Manager, Chicago experience, $3,000. General Agent, St. Louis experience, $2,400. Train Dispatcher, $1,680. Car Draftsman, $1,320. Locomotive Draftsman, $1,320. Bridge Draftsman, $1,500. Scores of openings for railroad stenographers, clerks, station and telegraph men. An eight years' successful operation under surety bond with the State of Illinois warrants your writing today for application blank and terms. Do it NOW.

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Arch Engines are always the best steamers

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FRANKLIN, PENNA.
Sole Manufacturers of the Celebrated
Galena Coach, Engine and Car Oils, and Perfection Valve and Signal Oils
QUALITY SERVICE GUARANTEED COST
ELECTRIC RAILWAY LUBRICATION A SPECIALTY
Galena Railway Safety Oil "B"
for Marker and Classification Lamps, to secure EFFICIENCY OF SERVICE, MAXIMUM CANDLE POWER and CLEARNESS OF LIGHT.
GALENA LONG TIME BURNER OIL, for use in Switch and Semaphore Lamps and all lamps for long time burning, avoiding smoked and cracked chimneys and crusted wicks.
Tests and correspondence solicited. **S. A. MEGEATH, President**

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CAPITAL, - - - - - $153,300
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ORGANIZED 1894

New First National Bank

MEADVILLE, PA.

YOUR BUSINESS INVITED

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EDISON Portland Cement on ALL the work ALL the time, as its fineness of grinding insures you a 10% margin of safety.

85% THRU 200 98% THRU 100

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CAPITAL - - - - -	$1,000,000.00
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Three Per Cent. Interest Paid on Certificates of Deposit

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1863 FIFTY YEARS A NATIONAL BANK 1913

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Commercial Trust Company of New Jersey
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CAPITAL, SURPLUS AND PROFITS, OVER $3,300,000

Pays Four Per Cent Interest per annum on all amounts from $5.00 to $3,000 and Three Per Cent on amounts in excess of $3,000 deposited in the Special Deposit Department. Interest periods are the same as in savings banks. Accounts may be opened with one dollar. Accounts may be opened by mail

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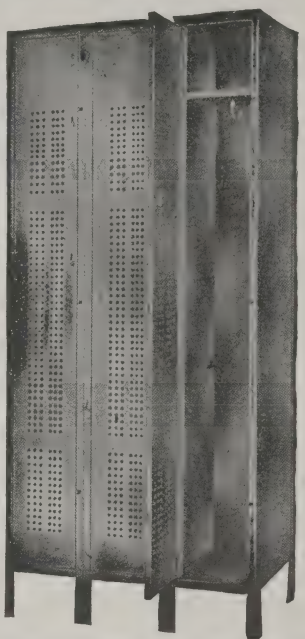
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AUBURN, N. Y.
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"COLUMBIAN" and "EUREKA "BRANDS
Manila Rope, Ships' Hawsers
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LOCKERS



Do you know that practically all the railroads have standardized

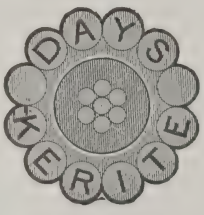
Durand Steel Lockers

for their shops and round houses ?

DURAND-STEEL LOCKER CO.

1242 American Trust Building, CHICAGO, ILL.
401 Vanderbilt Building, NEW YORK, N. Y.

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INSULATED WIRES & CABLES



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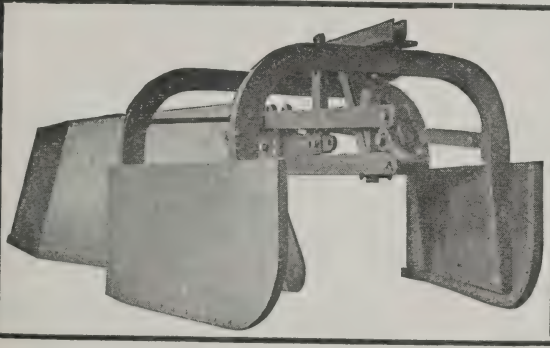
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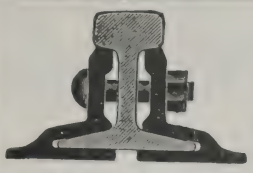
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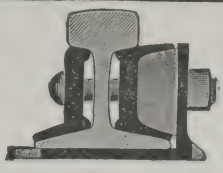
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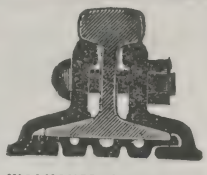
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Get the education that commands a good salary.

Our instruction is direct and personal.

"How did you get the facility for making money?" a reporter once asked Mr. Armour. He replied "I got the education, that gets the faculty, that gets the money."

The phrase "Get the Education that gets the Money" is not original with us, it belongs to Phillip D. Armour, but the methods we employ in giving a Young Man or a Young Woman this education is original with us.

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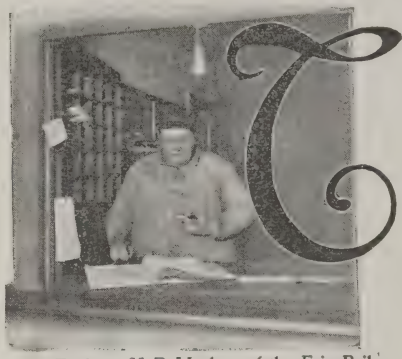
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C. P. UTLEY, Manager

The Hamilton Watch

"The Railroad Timekeeper of America"



Engineer H. P. Maybee, of the Erie Railroad, signing the train book before starting his run. He is looking at his Hamilton Watch which has told him the correct time for years.

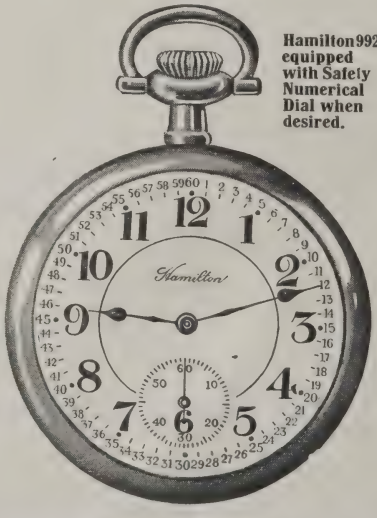
THE story of the Hamilton Watch is told in a handsome booklet, called "The Timekeeper." It is an interesting story--important to every one who is considering the purchase of a fine watch.

"The Timekeeper" gives the reason why over one-half of the Railroad Men on American roads where Official Time Inspection is maintained carry Hamilton Watches. We gladly send it to any one interested in the purchase of a fine watch.

The Hamilton Watch is sold everywhere by reputable jewelers only.

Prices, movements only, in standard size to fit your present watch case, $12.25 to $60.00. Hamilton 992 (16-size 21 jewels) and 940 (18-size 21 jewels) are our most popular railroad watches. They will pass any time inspection.

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Hamilton 992 equipped with Safety Numerical Dial when desired.

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Master Builders of Accurate Timekeepers

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EMPLOYES MAGAZINE

1913

A Master-Model of the Royal
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No Extras



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One Standard Model for ALL Purposes—

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Get started right by opening a Savings Account with The Oldest Bank in Chicago. Your Savings will earn 3% interest, compounded twice each year, and will be safeguarded in every possible way.

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SIMPLE in construction.

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COMPLETE COMPENSATION
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1208 MICHIGAN AVE., CHICAGO
Insures More Railroad Men
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The Best Accident and Health Insurance
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The Original and Only Genuine

Rich milk, with the nutrition of choice malted grains, in powder form. A delicious food-drink is prepared in a moment by simply stirring in water.

Invigorating to the adult, upbuilding to the young, always helpful to the ailing.

Served on Cafe and Dining Cars of the Erie Railroad.

At all druggists
Samples on request

Horlick's Malted Milk Co.
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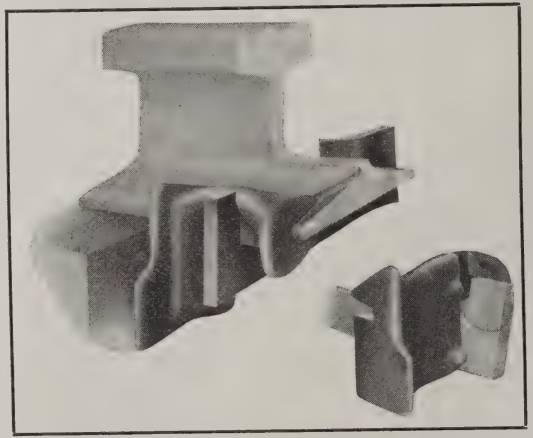
Dreams of a better, bigger home!
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It has a thousand pages, with a hundred thousand opportunities for saving.
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You have had the dream of better living, of getting more comforts for all the family than you have had in the past. Why not let this dream come true? Why not send for the book today—Now, while you think of it?

MONTGOMERY WARD & CO.
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The BIGGEST Little THING Made
The "VAUGHAN" Rail Anchor



A Rail Anchor giving the greatest percentage of efficiency, and requiring no attention after application.

Samples and Booklets will be furnished upon request.

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The "M.W." Supply Co.
Philadelphia, Pa.

The Q & C Company
Chicago New York

THE ERIE RAILROAD EMPLOYES' MAGAZINE

Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 50 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 9. MAY, 1913. No. 3.



J. W. FOOTE.

DIVISION ENGINEER FOOTE.

Mr. J. W. Foote is engineer of the Allegheny Division at Salamanca, N. Y. And he is a very active individual when it comes to fighting floods and other trouble on the road.

Printing this brief sketch of his life—his railroad life—is in line with a policy established some time ago of presenting these sketches, together with pictures, so that the boys on the line may get an idea of those with whom they are associated.

Superintendent M. E. Johns of the New York, Susquehanna & Western Division, was very anxious to see Mr. Foote get into the limelight, because they were associated very closely on the N. Y., S. & W., when Mr. Foote was division engineer.

When Mr. Foote heard that his old friend, M. E. J., had gone on a western trip, that was to wind up in Florida, he became envious and wished he was picking oranges, too, instead of fighting floods. And when he saw the photograph of M. E. J. posed in his bathing suit on the white sand of a beach at New Smyrna, Fla., he said: "Oh, how I wish I were there, if only to show Johns how to swim overhanded, for I never yet saw a man who loved the water and was a chronic fisherman, who knew even the rudiments of swimming." And this feeling of friendship will be appreciated by M. E. J.

Following is Mr. Foote's professional record:

Was graduated from St. Thomas College, Scranton, Pa., in 1901, and entered service of the Erie as rodman, Wyoming and Jefferson divisions, at Dunmore, Pa., during December of the same year. Later was acting assistant engineer of same divisions and in February, 1906, was appointed assistant engineer of the New York Division, and was successively chief clerk to division engineer, New York Division; supervisor of N. Y., S. & W. R. R. at Blairstown, N. J.; assistant supervisor of terminal divisions, supervisor of terminal division. On January 1st, 1910, was appointed division engineer of the N. Y., S. & W. R. R. and on November 1st, 1912, was transferred to Salamanca, N. Y., as division engineer of the Allegheny and Bradford divisions.

TRAFFIC DEPT. RELIC.

While rummaging through some papers at his home, Mr. C. F. Osborn, general agent of the Erie Railroad at Denver, Col., found a local freight tariff of the old Atlantic & Great Western, bearing date of November 1st, 1872, which gives classification, terms and conditions, and instructions to agents.

At that period J. M. Osborn, father of above, was general freight agent at Meadville, Pa.; I. D. Barton, general superintendent, Meadville, and George G. Cochran, assistant general freight agent at Meadville.

The tariff contains ten pages of printed matter, and is unique, in comparison with the tariffs of today. In addition to the above, Mr. Osborn has a circular, No. 154, of the A. & G. W., dated August 17, 1875. At that time J. H. Devereux was receiver. It is addressed to station agents and connections, and calls attention to Rule 23. Both relics are highly prized by their owner.

AN OPTIMIST.

Ole Uncle Finn was a good old chap,
But he never seemed fer to care a rap.
If the sun forgot
To rise some day,
Just like as not
Ole Finn would say:
"Oncommon dark, this here we're in,
But 'taint so bad as it might 'a' been."

But a bik cyclone came 'long one day,
An' the town was wrecked and blowed away.
When the storm had passed
We stood around
And thought at last
Ole Finn had found
The state o' things he was buried in
About as bad as it could 'a' been.

So we dug 'im out o' the twisted wreck,
And lifted a rafter off his neck.
He was bruised an' cut,
And a sight to see;
He was ruined, but
He says, says he,
With a weak look 'round and a smashed up grin,
"'Taint half so bad as it might 'a' been!"

But after all, it's the likes o' Finn
Makes this world fit fer livin' in.
When days are drear
And skies are dark,
It's good to hear
Some old cuss bark,
"Now see here, son," with a cheerful grin,
"'Taint half so bad as it mght 'a' been!"
—Adapted by "The Harvester World."

RHYME WITH A MORAL.

The rooster flew upon the fence
And gave his morning call;
It was defiance that he sent
To roosters great and small.

'Twas answered round the neighborhood,
Each rooster fierce for fray;
Though each one knew he was confined
And couldn't get away.

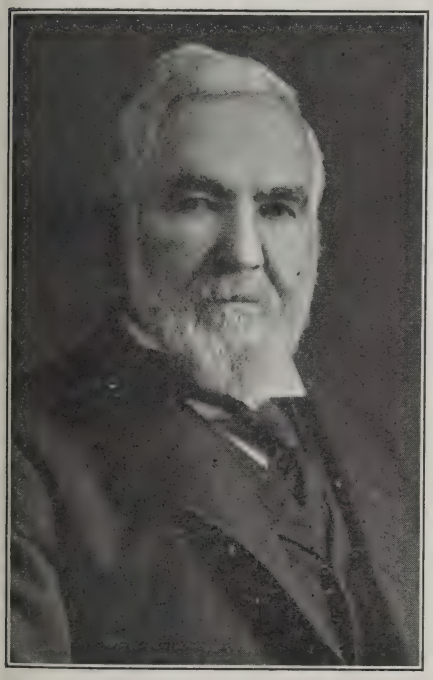
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How roosterlike some mortals are,
Note their defiant tone
When they are sending letters out,
Or crow by telephone.

RAILROAD PRESIDENT AT 90.

The subject of this sketch is a railroad president at the age of 90. His name is Oliver S. Lyford and he is at the head of the Chicago & Eastern Indiana Railroad, with office at Chicago, Ill.

Mr. Lyford is accorded the courtesy of a writeup in these pages, because he is an old Erie official, a splendid type of man and a Christian gentleman. He is the type of man who lives long and is happy, because he has always led the abstemeous life. This sketch of his life, though brief, furnishes a lesson to railroad men,



OLIVER S. LYFORD.

while pointing a moral. He never indulged in intoxicating liquors, nor any habit that would impair his health; therefore he is able to say to himself, "I have passed my ninetieth milestone and am active and in good health." In that sentence is contained the moral: "Leave liquor alone."

Recently while on a visit in Chicago, the writer had the pleasure of meeting President Lyford, who recently passed the 90th milestone in life's journey and today is a well preserved man, looking much younger than many of his age. He is enjoying good health and is still actively in harness.

Mr. Lyford entered railroad service as a message-boy, and in January, 1851, entered the employ of the old Erie Railroad, continuing to work and constantly climbed upward until, in 1861, he found himself a passenger conductor on the Western Division of the Erie, now the Allegheny Division.

In 1863 he was appointed joint agent of the Atlantic & Great Western, now Erie Railroad, at Salamanca, and in 1864 was chosen superintendent of the first and second divisions of the Atlantic & Great Western road, being the first superintendent of said road, which position he held up to 1869, when he was appointed assistant general superintendent, with office in Cleveland.

In 1872 he was appointed general superintendent of the Hannibal & St. Joseph, which is now a part of the Burlington system. In 1874 he was appointed superintendent of the Kansas Pacific road and in 1878 became superintendent of the C. & E. I. road. In 1887 he was chosen president of the same road, which position he is holding at the present time.

Mr. Lyford is always glad to meet the old A. & G. W. men, and has a pleasant word for them and time to enjoy a chat. He is a splendid example at the ripe age of 90 for all railroad men to pattern after. He has always been a consistent Christian, having occupied all the official positions in connection with the Baptist Church.

The State of New York might also credit Mr. Lyford with having been the means of preventing a lynching within its borders, for at the time he was general agent at Salamanca, and things were somewhat dubious on the Indian Reservation, one of the employes of the old A. & G. W. became involved in a quarrel with some factory employes located there at the time.

The factory men attempted to lynch the railroad man while he was on his way to court at Little Valley, and when Mr. Lyford learned what conveyance was to be used in following the men, had a lynch-pin removed from the wagon of the lynchers, which caused it to break down, thus giving Mr. Lyford and the constable time to get their man to Little Valley in safety.

"DONT'S" THAT ARE WORTH REMEMBERING.

SOME KINDLY "DON'TS."

Don't think you are worse off than anyone else. You are not. There are lots of men worse off than you and you are better off than many other men. You better be sorry for the latter and try to do something to help them. In doing so you add to your own happiness.

Don't quarrel with your mates, or companions. Perhaps, if you knew him and he knew you and each could clearly see as with an inner sight, the secrets of each others heart, surely you would differ less and clasp each other's hand in friendliness. 'Tis sure this would sure be true, if you knew him and he knew you.

Don't give up, don't despair, many a man never comes to himself, never discovers his real strength, until he meets with opposition or failure.

Don't use intoxicating liquors. Put the following in your memorandum book: Nature never fails to exact a penalty from men who attempt to defeat any of her laws. With her it is a sin, she never pardons when a man retards in the least her plans.

Don't forget that a passing smile is but a little thing, a kindly word is but a little thing, but the heart that gives and the heart that receives, knows that it plants a rose where a thorn had grown.

Editorial "Don'ts."

Don't write on both sides of paper, when you have anything to send in. It causes unnecessary trouble and gives everybody handling it a grouch.

Don't be afraid to put a good idea in writing. Often the most instructive and entertaining articles are written by persons who think they are unable to use a pen.

Don't hide your light under a bushel. Very often articles are received by the Editor with this injunction, "If you think this is no good, throw it in the waste basket." Some of the most valuable articles contained in this Magazine, have had that proviso attached, when received.

Don't say to the Editor when he goes out on the road to see you; "Sometime when I have an hour or so to spare, I will write something for the Magazine." That kind of reply is a makeshift and bluff. Better say, "I am unable to write," or "I have no time to write," then you will be delivering the goods straight.

Don't imagine, if you are a subordinate, that you are busier than some others, who are not subordinates, and have no time to put a good idea on paper for the profit of others. There are busy officers on the Erie's list, who still have time, occasionally, to send in clever articles—and they do it.

Don't allow a good idea to die, because you may think you have not the ability to put it into English. Dictate it to some one and send it in. It is the duty and pleasure of an Editor to put copy in readable shape, and this without unkind criticism.

Don't imagine the columns of this Magazine are not open for contributions from any employe of the Erie Railroad. Everybody is welcome to "Wield a trenchant pen" and send in his copy. The only thing that will keep it out of print, is its unfitness to appear in type.

Don't hold yourself aloof from the Editor of this Magazine, if you run across him. Many know him personally, others only by sight. There isn't an Erie man's hand that he would not like to shake, for it is the friendship of the rank and file that makes for the success of the Employes Magazine.

Don'ts from Mech. Supt.

Don't wear gloves around moving machinery, especially when grinding on emery wheels.

Don't fail to stop your machine before oiling, wiping or repairing. It is a very dangerous practice to attempt to repair or wipe around a machine while in motion.

Don't get careless in the handling of air motors when they are connected up and the air turned on, especially while using them for boring wood.

Don't hold an air-riveting hammer towards any person while the hose is connected up and the air turned on, also be careful how you lay it down when not in use, if same is connected to air line.

Don't go under an engine or car until you have put up a flag at each end if it is necessary, and if engine is under steam, put a card on the throttle reading, "Don't move this engine."

Don't stand in front of an emery wheel when first starting it up; avoid standing in front at all times if possible, and do not speed up an emery wheel too quick; give it time. Very often wheels are burst by starting up too quick.

Don't grind on emery wheels unless the rest is up against the wheel. The breaking of emery wheels is very often caused by material becoming wedged between the rest and the wheel.

Don't cut off rivet heads unless you hold an old broom over them to prevent it from flying and striking some one; if you do not have a broom, put up a screen or canvas. Avoid cutting towards your fellow workmen.

Building can be re-erected, locomotives and cars can be rebuilt, machinery and mechanical apparatus can be repaired and put in good order, but your hands, feet or limbs cannot be replaced when once they are severed from the body. Neither can life be restored after it has been crushed out of you; therefore, it is very important that you use every means to safeguard yourself and fellow workmen against accidents.

Car Shop Don'ts.

Thou shalt not shift a moving belt by hand or foot with electricity.

Thou shalt not wear loose or baggy clothing around machinery.

Thou shalt not walk on railroad track or cross them without stopping to look and listen.

Thou shalt not work under unsafe conditions.

Thou shalt not operate any machine without guards.

Do not operate any machine you do not understand.

Do not use tools that are broken. There are good tools in the storeroom.

Do not make your helper as intelligent as yourself in his duties.

Do not board moving trains.

Do not monkey with a buzz saw and always remember the Erie motto, "Safety First."

Don't move locomotive or cars without first giving warning with the whistle or bell.

Don't attempt to move a locomotive or car or couple a locomotive to cars without first making sure that there is no one under or around same, in such position that they may be injured.

Don't fire up a boiler until you have first made sure that there is a proper amount of water in same.

Don't allow an engine to depart from terminal until you are positively sure that same is in first-class condition to make successful trip over the division.

Don't waste material furnished you for repairs to locomotives, or other material used by the Railroad Company.

Machine Shop Dont's.

The Erie for safety first.

All that a man hath will he give for his life.

Safety first is not extravagance. It's economy.

Perfect safety means safety first everywhere.

Don't fail to report all unsafe conditions to your foreman.

Don't strike tempered steel with a hammer, use regular soft hammers.

Don't wear loose, baggy clothing while working around moving machinery.

MAY ALONG THE ERIE.

A springtime breeze from southern seas,
On wings that grace a fairy,
Came tripping in to here begin,
A race both light and airy.
It came to make the buds that break,
And change to flowers cheery,
Bloom in a trice like Paradise,
It's May along the Erie.

'Long rill and brook where'er you look,
Where rapid river rushes,
The leaves are green, there can be seen,
A varied flash on bushes.
Where mountains high rise toward the sky,
And changing fields look weary,
The birds with song pipe all day long,
It's May along the Erie.

The Delaware, whose beauty rare,
Starts summer pilgrims wishing;
The pickerel, bass and pike, alas,
Make sportsmen dream of fishing.
'Mid this the charms of highland farms,
The husbandman, how dear he,
Dreams of the days he works and plays,
It's May along the Erie.

The days are near when we shall hear,
Bob White pipe in the cover,
The paths that wind, forsooth will find,
The ardent, whisp'ring lover.
Beside the brooks, in shady nooks,
That's where he calls her Deary;
But' don't forget, the time's not yet,
It's May along the Erie.

The thousands who, these mountains through,
Shall ride on trains are legion;
They all repeat, "You cannot beat,
This lofty, healthful region;"
Soon June will come, with bee and hum,
We'll then forget things dreary;
We're glad to wait while robins mate,
It's May along the Erie.

A. W. M.

NORDHOFF STILL NORDHOFF.

Early in April notices were sent out advising that the station called Nordhoff, on the Northern Railroad of New Jersey Division, had been changed to South Englewood.

A later notice advises that the change had been recalled, so the station will continue to be known under its original name—Nordhoff.

BRIGHT YOUNG APPRENTICES.

The accompanying picture shows another ambitious apprentice who is learning his trade at the Erie's Port Jervis, N. Y., Shops. His name is William Smith.

He is a bright youngster and is grasping the situation readily, giving promise of being a clever mechanic in the near future. He is what is called a second-year apprentice and is applying himself in the boiler department, the making of locomotive boilers being his aim. The picture shows Smith sitting on a horse at the end of a boiler. The patch at his left side was placed by him on the end of boiler of engine 1416.



WILLIAM SMITH.

Following is his record:

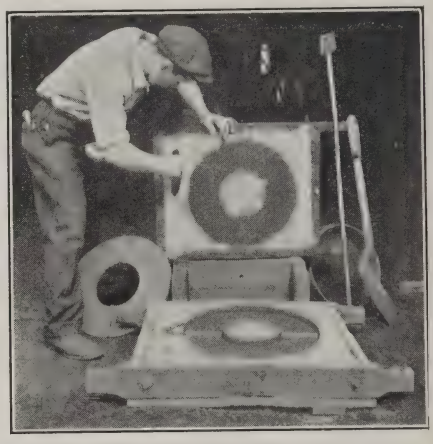
Three months on front ends; three months on flues; two months on flue welding; four months on staybolts; four months on patches and riveting; two months on general boiler work.

JAMES P. O'HARA.

James P. O'Hara, foundry apprentice, Dunmore Shop, was born in Dunmore, Pa., and, wishing to become something more than a miner, in order to have the use of daylight, he decided that he could get the most work in a shorter time out of the moulding trade.

At the age of 16 he applied for work as an apprentice and passed the regular examination, and then began to hammer sand by the day and work problems by night; some say others worked overtime to help things along, but be that as it may, James came over with the required number of sheets monthly and was able to give a good account of himself in his first year, until he had all of his problems in, at an average scholarship of 80%.

His second year was spent in a review and in completing his mechanical drawings, and his shop efficiency



JAMES P. O'HARA.

averaged 75%. During his third year his shop record reached 85%, and daily attendance averaged 20 days per month. Personality "A."

He was advanced as follows:

Core work, helping on floor, light moulding, machine moulding, furnace work, heavy moulding, now working on general floor work.

The picture shows him setting up wheel hub form.

A CAPABLE CHAUFFEUR.

In the recent New York examinations for chauffeurs' licenses was this perfectly civil question:

"If you were going along the road and met a skittish horse, what would you do?"

To which one candidate replied—our authority saw the examination paper:

"I would stop the car, then the engine, and then, if the horse was still skittish, I would take the machine apart and hide it in the grass until he got safely by."—Everybody's.

SOMETHING ABOUT AKRON, O.

"The City of Opportunity."

By J. H. Hackett, Agent, Erie Despatch Fast Freight Line, Akron, Ohio.

IN 1807, the village of Middlebury was founded by Captain Joseph Hart and Judge Aaron Norton, which afterward proved to be the market town and commercial center for that section of Ohio known as Tallmadge, Springfield, Coventry and Portage Townships—the township of Portage being so named from the fact that its entire length, north and south, is traversed by the path over which the Indians used to "port" their canoes (and other portable belongings), between the Cuyahoga and Tuscarawas Rivers. At this time the village of Middlebury had a population of from three hundred to four hundred inhabitants, with several mills, a blast furnace, a nail factory and ten or twelve stores.

In 1825 work was commenced upon the Ohio Canal. In that year, a resident of Warren, O., foreseeing that the construction of the Canal, with the large number of locks necessary to its successful completion and operation, would make it something of a business point for the shipment of produce and distribution of merchandise, as well as through its lockage water power, which would be likely to attract manufacturing and commercial enterprises, entered into what would now be termed a real estate deal with various owners of land, and opened up an allotment which they named "Akron," the name being taken from a Greek word meaning "high."

After the completion of the canal, the first regular boat to navigate its waters was called the "Ohio." It was built in what was known as "The Basin" and was launched on the twenty-seventh day of June, 1827. On July 3rd, following, and under the command of Captain Henry Richards, an experienced navigator from the Erie Canal, it started with a full load of passengers, and the huzzas of the "multitude" and the firing of cannon, etc., on her way to Cleveland, O., to participate the next day in the dual celebration of the nation's birthday—the glorious Fourth—and the arrival of the first boat from the "Port" of Akron, via the new Canal.

The laying out of the village of Akron naturally caused some rivalry as between the two villages of Middlebury and Akron. The joint population of the two settlements about this time was probably from six hundred to nine hundred.

In the winter of 1835-36, the General Assembly of the State of Ohio was petitioned for a town charter, which was duly granted on the twelfth day of March, 1836. Akron remained a corporate town or village until January, 1865, at which time she was advanced to a city of the second class.

In the earlier history of Akron, milling was the chief industry, which, while not very materially augmenting the industrial population, yet furnished a ready market to the surrounding farmers for their grain. The famous old Stone Mill, built in 1832, was the pioneer, followed by the Aetna, the Center and the Cascade in 1840, and a few years later by several others; but it was reserved to the late Ferdinand Schumacher, to bring to Akron its chief renown as a milling center. In 1859 Mr. Schumacher commenced the manufacturing of oatmeal on a small scale. This, undoubtedly the pioneer oatmeal mill in America, was appropriately named 'The German Mill," and the business grew to such an extent that Mr. Schumacher added the manufacturing of pearl barley, for which, in 1863, a separate mill was built, which was known as the "Empire Barley Mill." Other mills were added, the sites formerly occupied by these mills now being occupied by the great elevators of the present Quaker Oats Company.

These mills (with the exception of the original Empire Barley Mill) were, on the night of March 6th, 1866, destroyed by fire.

The successes of Mr. Schumacher in the milling business, in his day as in the present, naturally caused other parties to engage in the same line of enterprise, until, in June, 1891—again as in our present day—most of the principal oatmeal mills of the United States were merged into one company, to be known as the American Cereal Co., with Mr. Schumacher as president, and its principal office in Akron, and in its stead today, we now have the world-wide known Quaker Oats Co.

From this it will be quite apparent that Akron is the home of this great breakfast food.

In 1849 the firm of Hill, Foster & Company converted the old "Black Mill" (at Middlebury), into a pottery. This firm engaged in the manufacture of a sexangular water pipe.

Mr. Hill, in his travels, becoming acquainted with the needs and uses of sewer pipe and its great possibilities for the future, set about to discover a suitable clay from which to make it, as the clay they were using at that time was too expensive. Late in the Summer of 1850, Mr. Hill was walking across a field where a farmer was plowing—to the north of what is now East Exchange Street—when he obesrved the claylike appearance of the soil as it was turned up by the plowshare. Taking a lump of this clay to the factory with him, he had it tested and found it to be just what he wanted. The farm was purchased, a clay pit opened and the first Akron shale pipe was made in the year 1851.

About the year 1853 a party in New York had brought to this country from England, a machine to make pipe, but it would not work. However, hearing of this machine, Mr. Hill obtained sufficient information to set about building a machine of his own and the first workable machine was later produced. In 1868 Mr. Hill and Ozias Barber invented the first steam press ever used to make pipe. This was a great step in advance toward cheapening the cost of pipe, and the next ten or twelve years saw wonderful progress in the pipe business.

It is, therefore, due to the sewer pipe business that Akron (or Middlebury), first became noted. With the present business in sewer pipe and other clay products, coupled with the business of manufacturing cereals, to say nothing of other lines of manufacture, Akron will still occupy a very important place in the commercial world.

In the year 1870 the manufacture of fire hose and other rubber goods was commenced in Akron by Dr. Benjamin F. Goodrich, Harvey W. Tew, and others, this Company being incorporated in 1880, under the title of "The B. F. Goodrich Co.," with a capital of $200,000.00. Later the manufacturing of hard rubber goods was added to the business, under the separate corporate name of "The Goodrich Hard Rubber Co.," with a capital of $300,000.00. About seven hundred skilled workmen were employed, and the quality of the goods turned out soon made for them the reputation they still retain.

There seems to be a sort of an unwritten rule that the success of an undertaking draws to that point other people whose purpose is to engage in the same line of work or manufacture, and the manufacture of rubber goods has proven no exception to this rule, as is indicated by the number of industries now doing business in this city.

Akron has been rightly named the "Rubber Center of the World." In this city today there is probably a greater number of its population employed in one line of industry than in any city of its size in the world. The estimated population of the city is 85,000 people. More than one-fourth of this number is employed in the rubber shops, of which there are sixteen. According to statistics compiled October 31st, 1912, there were 22,000 employed in the rubber factories of the city. Among these employes may be found men from every walk in life. There is skilled and unskilled labor. In certain departments there are men who are skilled in that one line of manufacture; for instance, in the rubber shoe department, it was necessary for the first rubber company to engage in the manufacture of rubber shoes, to bring skilled rubber shoemakers from the eastern part of the country to take charge of the department. This was also the case in the manufacture of rubber coats.

While rubber articles may have been considered a luxury twenty years ago, they are today a necessity, just as much as is the clothing we wear. While it is true that the industry has grown by leaps and bounds, it has grown that way by necessity, as the supply was not equal to the demand. It may be said that the automobile has made the rubber business what it is, and vice versa. They go together and are inseparable, one depending upon the other. The automobile is an every day necessity to the business man, and, consequently, so is the rubber tire.

If, by some chance, the pneumatic tire should be eliminated from the rubber industry, there would remain the thousand and one other rubber articles that are in every day use and just as necessary, some more so, than the rubber tire. There are rubber shoes and rubber clothing, rubber bands, gloves, horse shoes, hose, packing and innumerable rubber ar-

ticles which would keep the industry alive.

That the rubber industry is a permanent one is assured by the fact that every rubber company in this city is showing a tremendous growth and expanding in every direction. Not only are new buildings going up in this city, but local companies are extending into foreign countries. While the output for the year just past has been the largest in the history of the industry, even a larger output is expected this year. In fact, several companies that have done business into the millions of dollars during the past year, expect to double their business this year, and it is proverbial in this city that when a rubber company expects to do a thing, IT DOES IT.

Some idea of the growth of the rubber industry in this city can be gained from the following figures: Two years ago the combined capital stock of the local rubber concerns was $41,415,000. On November 1st, 1912, the capital stock was $114,000,000.

While the rubber industry is the bone and sinew of Akron, it is by no means, as previously stated, the only manufacturing industry here. It has been said that there is nothing that is not manufactured in Akron. While such a statement may be a little farfetched, it is a fact that the manufacturing is most diversified. Manufactured products from Akron can be found in every civilized land of the earth.

Akron is truly "The City of Opportunity." There is an opportunity here for all, the high and low, the rich and poor.

At the last annual meeting of the Chamber of Commerce, the following statistics were given in the report of the Secretary, which undoubtedly will prove interesting:

	Nov. 1, '11.	Nov. 1, '12.	Per Cent Inc.
Capitalization of Industries.	$75,320,875	$142,356,450	89.0
Number of Industries		144	
Number of Employes	26,472	34,700	31.4
Total Bank Deposits	$14,717,790	$16,648,411	13.0
Bank Surplus and Undivided Profits	1,116,269	1,202,093	8.0
Bank Clearings.	54,470,000	88,691,000	62.7
Post Office Receipts	380,749	455,006	19.5
Real Estate Transfers	4,814	6,208	29.0
School Enrollment	12,725	13,621	7.0

Other statistical facts are also presented, as follows:

Number of building permits granted in year 2,372

Estimated value of such permits $4,533,267

In banking and financial circles, Akron is in the first rank. In 1910 the bank deposits were $11,113,625. In 1911 this had increased to $14,717,790. On November 1st, 1912, there was on deposit in the Akron banks $17,100,000.

The Erie's transportation interests here are presided over by an assistant superintendent, who spends a great deal of his time in Akron yards.

This being the principal point on the Cincinnati Division, from a traffic point of view, the office of the division freight agent is located at Akron. This office desires to keep in close touch with Erie agencies wherever located and will appreciate suggestions that will aid in securing business to or from Akron, or any point on this Division.

Recently extensive improvements and additions have been made to our yards, whereby facilities for handling traffic have been increased and greatly strengthened. Work on the new storage yards near Kenmore, which will be of material help to the entire division east of Marion, O., will be begun in the near future.

STONE AGE MAN AND HAND-CAR.

The stone age man was a fierce old Turk;
He carried his gun and he carried his dirk.
He thirsted for gore,
As he shouted and swore
And rode with his men on a hand-car to work.

The stone age man was a dense old chump,
He thought he was keeping his men on the hump,
When all out of breath
And tired to death
He wore them all out on a hand-car pump.

The stone age man didn't count the expense;
The money he wasted was something immense,
As he snailed o'er the tracks
On his men's broken backs
And squandered his Company's shillings and pence.

The stone age man by the side of his track
Was one day rubbing the bones of his back,
When a Rockford went by;
He fell with a cry
And was carried a corpse back home to his shack.

The stone age man disappeared at last,
Our modern inventions came too thick and fast;
A willow now weeps
Where he peacefully sleeps,
While the Rockford goes chugging so merrily past.

C. I. Henrickson.

A TALK ON SELLING.

Good Will and Its Influence.

By F. W. Heiskell, Assistant Advertising Manager, "The Harvester World."

THIS article is reprinted from "The Harvester World," because it is worthy of being kept in the light on account of the excellent lesson it teaches, and is altogether worth remembering by those who go forth from day to day in quest of business for the Erie Railroad.

If "Nothing succeeds like success," it is fair to believe in these days of competition that success may be enhanced by the addition of courtesy.

The part that good will plays these days in successful selling is no small item. Good will such as we want is not purchased by special favors, concessions in contracts, or showing our customers a good time. Men will accept such favors, but think less of you in a business way for having extended them. The kind of good will that we want, and which is our best asset, is accumulated by fair and honest treatment, courtesy under all conditions, machines worth the money asked for them and represented as they are, and proper appreciation of the business given us.

It takes the big men in business to do the big things, but we can all, no matter what position we hold, do the little things, which, after all, count for so much. It is up to our salesmen to get the business, and to do so they must have the good will of their customers. Think how much each of us can do to assist our salesmen in obtaining and holding this, one of his greatest assets in selling. If getting the good will of the public is part of salesmanship, we can all at least be salesmen to that extent.

We must have good machines, it is true, but it takes more than that to get and hold the business. We must make each customer our friend so that he will want to buy from us again. We must be polite and courteous to all we come in contact with so that their influence will be in our favor, and if they ever are in need of what we have to sell, they will come to us, knowing they will be fairly treated.

Think of the opportunity of the office boy who first meets those that call upon us. He can show the visitor in, in a way to make him feel at home and in the mood to talk business with the general agent, or send him away with the feeling that he never wants to come back again. Think how much he can help the salesman out on the territory when he talks in a polite, courteous manner to the dealer calling over the telephone. He should never get impatient and show it in his talk, even if the line is in trouble and it is hard for him to hear. The man at the other end of the wire may not know it and may fail to make allowance for it.

The order man who takes the order over the telephone for a machine can, by a polite, friendly reply and a "Better take two, John," become the salesman. Every letter leaving the office can be a sales help and business getter. Every letter requesting payment of a past due account can make the debtor not only want to pay his account, but to continue buying of us.

Perhaps in no place in this business is there greater opportunity for assisting the salesman than in the repair room. There is perhaps no place requiring more patience and tact than in the office of the head of the repair department at our general agencies.

The man that comes in or calls up over the telephone for a repair part and receives a kind word and gets what he wants promptly, never blames the machine, but the customer who is not accorded courteous treatment, even though he may be a little impatient, soon shows it when the salesman endeavors to sell him another machine.

Remember it is the little big things, those that cost us nothing, that count for so much in the everyday life, and a customer lost is one less for us and one more for the other fellow, or a difference of two in the other fellow's favor.

Even the dog will eat of your meat, then bite you if ill-treated, but you can starve him, and a kind word will make him your friend forever.

IT'S THAT THAT WINS.

A railroad man, above all individuals, should be proud of his occupation. Great responsibilities are resting on him. When he forgets, dire distress may follow. The lives and the treasure and the happiness of a vast number of people are in his keeping.—Elbert Hubbard.

The Unnecessary Jolt That Awakens

A wise man once said to an acquaintance—I CANNOT UNDERSTAND WHY SOME PEOPLE IN THIS WORLD ARE ALWAYS DOING THINGS THAT ARE UNNECESSARY, WHEN THEY COULD JUST AS WELL AVOID THEM.

I don't quite get your meaning, replied the acquaintance.

Then the wise man drew closer and became more EMPHATIC.

I MEAN, said the wise man, that among us are men who do UNNECESSARY things; in other words THEY DON'T THINK.

Oh, yes, said the acquaintance, I get you now, you refer to persons who go blundering along and never think of the pain and discomfort they inflict on others.

To get down to BRASS TACKS, whispered the wise man, I recently returned from a long journey and I rode in a sleeping car. One night while asleep I thought the world was coming to an end. My head was jammed against the front of the berth and I was dazed.

The acquaintance was deeply concerned.

YES, said the wise man, I thought my brains were being dashed out.

Was it a rear-end collision? asked the acquaintance.

NO, replied the wise man, JUST AN ACT OF DIRE CARELESSNESS—AN UNNECESSARY ACT ON PART OF AN ENGINEER.

AN ENGINEER? AN ENGINEER? queried the acquaintance.

YES, went on the wise man, an engine was cut loose at a terminal point and another engine attached. It was while attaching the new engine that THE PASSENGERS GOT THE JOLT.

In making the coupling? asked the acquaintance.

Not exactly that, replied the wise man, but in backing down, the engineer, accustomed to the routine, either MISJUDGED THE DISTANCE, OR DIDN'T CARE, I ASSUME, BY THE JOLT WE GOT. I GUESS HE DIDN'T CARE.

The case of the wise man and his acquaintance, POINTS A MORAL.

Why should any engineer whom the railroad company promoted to the PASSENGER SERVICE, presumably because he was believed TO BE FIT, be guilty of such an atrocity as backing his engine against a passenger train in which people slept, with such force as to not only awaken them, but ACTUALLY FRIGHTEN THEM?

The Erie Railroad desires its engineers to ALWAYS OBSERVE THE RULE OF CAUTION. It desires that they NEVER FAIL to know whether they are running on a DRY or WET RAIL and ALWAYS HAVE THEIR ENGINES UNDER COMPLETE CONTROL. The men who give engineers signals ARE ALSO RESPONSIBLE for an easy coupling.

LET THEM CO-OPERATE and the good reputation of the Erie Railroad for handling passengers SAFELY AND CONSISTENTLY, will be maintained.

DEVASTATING FLOODS DURING THE MONTH OF MARCH.

The Erie Lines West Suffered Principally—What the Rush of Water Did to Tracks, Roadbed and Bridges—Scenes of Suffering, Privation and Misery—But All Railroads in the Submerged District Shared the Erie's Fate.

DURING the latter part of March the western country was visited by what is generally conceded to have been the worst and most disastrous floods that is recorded in the country's history. And those floods did not confine themselves to the western territory entirely, but reached the states of New York and Pennsylvania, as well, the damage to property being slight, as compared to the real storm centre, although it was sufficient to create havoc and a general scare in the district affected.

Out of a term of comparatively mild weather, came the disastrous storm that led to the greatest sacrifice of life and destruction of property recorded in modern times. It started with a rain storm that grew in intensity, until it reached the point of a deluge. For more than four days and nights the drenching downpour continued unabated, and every moment the rivers and streams, of which there are many, rose inch by inch, until their usually calm bosoms were changed to raging torrents. The water rose, overflowed the banks, submerged lowlands, cities, towns and villages, and carried everything before it, as the leaden skies continued to add more water to the swollen torrents.

It all came so sudden and unexpected, that no one was prepared for the emergency, and the mad currents of water swept through streets, carrying houses, sheds, trees and every movable thing before them, as though they were mere chips on the surface of a mountain stream.

The death toll was so large that no reasonable estimate can be placed on it, and domestic animals shared the fate of their owners. During those several days of horrible suffering and want the milk of human kindness was never more beautifully demonstrated. Everyone that could lend a helping hand came to the front with aid, and it was the kind of aid that makes for the fellow feeling in mankind. It was a real picture of what man will do, one for the other, in times of dire need—times when distress demands immediate help. This great flood served as one grand illustration of how well human beings love each other, when it comes to a real issue, and maybe the best compensation that came from the deluge was the knowledge that all men forget the selfish side of life, in just such a crisis as this.

Not alone did the populace in the affected region suffer what is often referred to as the "tortures of the



PAST THE ERIE STATION, ROCHESTER, N. Y., THE MAD GENESEE RUSHED.

damned," but the railroads shared in the common misery. Every railroad that came within the storm area was washed out in places, greater or less. Bridges and culverts were swept away like mere frail sticks, leaving tracks on each side that were effectually put out of business. The flood was so merciless that it completely inundated tracks and made traffic impossible. This added to the horror, for people were marooned and helpless, with even telegraph and telephone wires cut off in many places.

Never was the value and importance of railroads made more manifest than during this period of uncertainty. They were for a time absolutely out of business and when the call was made upon them for trains neighbors in places where tracks were still good, and others helped the Erie to get its fast freights over the territory. It was, altogether, a fine demonstraion of advanced civilization.

Not the least among the supreme efforts made to aid the suffering, was the attitude of the railroads and express companies. Just as soon as tracks were repaired and traffic resumed, orders were issued to carry all packages free to the affected districts, when such packages were addressed to the proper persons delegated to receive them on behalf of the sufferers. This was a supreme attempt to do good, and it accomplished the purpose. The point is, that the railroads cannot live without the people, nor can the people



WATER ROSE TO SIX FEET UNDER THE ERIE BRIDGE, SALAMANCA, N. Y.

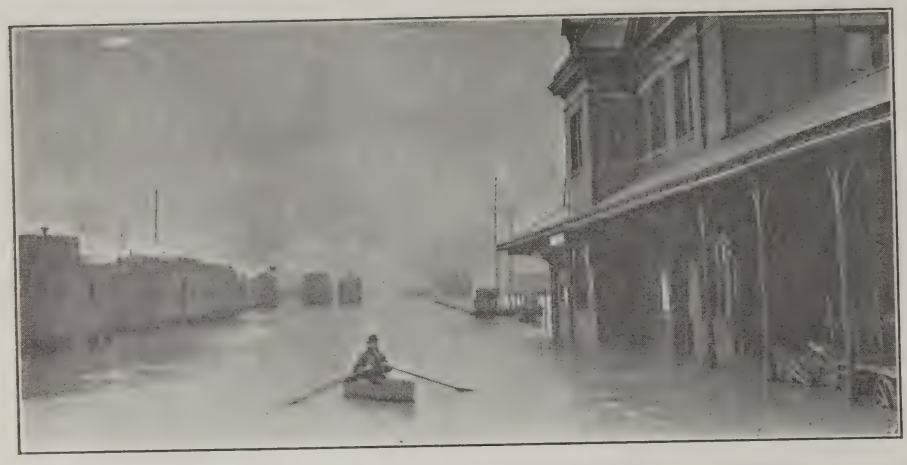
and they were unable to respond, then the thoughtful ones who often in a moment of unguarded anger say things about railroads that, really, they do not mean, began thinking seriously.

As soon as it became known that the railroads were doomed to suffer the common fate, their maintenance of way men got busy, and they began a fight as bravely as ever battle boasted to restore conditions to their normal state, and they soon had trains moving, when the water receded.

This was no time for traffic competition and the railroads affected regarded it in that light. They sought to help each other out at a time of dire need, thereby showing the friendly feeling. The Erie helped its live without the railroads—a beautiful thought for serious reflection at this period of the country's existence, when Government dictation appears to be very unreasonable, at times.

It may be said, as affecting the Erie Railroad, that the flood did no great damage on the Lines East. There was high water in some places. Along the Delaware Division water washed embankments in places. Along the Susquehanna Division gravel was washed down from the swollen creeks adjacent to the main line tracks, and they suffered only as a result of this gravel covering the rails in a few places. This was removed in a few hours and traffic resumed.

The Buffalo and Buffalo & Southwestern Divisions also suffered from



AT MEADVILLE, PA., ROW BOATS WERE RUSHED INTO SERVICE.

high water, but the damage was not very great, although traffic was temporarily suspended. The same may be said of the Rochester Division.

There was some high water along the Bradford Division, and at Olean on the Allegheny Division, the flood struck the road so fast that the camera "fiends" hadn't time to take pictures. What little damage occurred was soon repaired and trains continued to run.

On the Lines West was where the storm hit hardest. Along the Meadville Division the water ran fast and furious, the principal offenders being French Creek and Shenango rivers. Meadville always suffers when French Creek gets running mad. In the present instance it flooded all Erie territory, shops and the lower part of the city, as well. Mill Run added its quota of superfluous water and the misery that went with it. The accompanying picture shows the situation in front of the station.

Following damage was done on Meadville Division: Small culvert washed out at Mill Village. Track was open in four hours; 100 feet of roadbed washed out near Millers, was repaired in about six hours; landslide between Bucktooth and Red House, which slide was about 300 feet long, 5 feet of dirt over the eastbound track and 15 feet of dirt over the westbound track; slide was removed in about 15 hours; two washouts between Saegertown and Meadville, which required about 30 cars of slag, was repaired in about eight hours; two washouts on the new fill east of Union City, requiring 20 cars of slag, was repaired in eight hours; several small washouts occurred between Meadville and Geneva, which required about 10 hours to repair; one-half mile of track was washed out between Shenango and Greenville, track was washed off the roadbed, required about two days' actual work before trains could be run over; two small washouts west of Shenango, required three or four hours to get the track in shape for traffic; three-quarters mile of roadbed washed out between Pymatuning and Orangeville, also one culvert, track washed out from one to six feet deep, was repaired in about 10 hours, so that trains could run over it; ballast washed out of track between Leavittsburg and Braceville, this stretch was about three miles long, required about 12 hours' work before trains could be run over at reduced speed; small washout east of Ravenna, required about six hours' labor to repair; washout between Windham and Freedom required 600 yards filling, was repaired in about 18 hours; washout on eastbound track near Brady Lake, required about six hours' work to repair.

This covers about all the washouts on the main line, with the exception of 12 culverts in which the paving was washed out, but the culverts were not damaged otherwise and did not effect the movement of trains. The first washout occurred Monday night, March 24th. From

March 24th to March 26th water was flowing over the tracks and nothing could be accomplished in the way of filling, and most of the damage was done on March 25th. Our entire main line was open the evening of March 27th. On this date practically all washouts on the main line were taken care of, after which forces were turned on Franklin Branch. About 350 men were worked on this branch repairing washouts. Great difficulty was encountered on account of being unable to get necessary filling. The branch was open for traffic on the night of April 1st.

Washouts on the Franklin Branch were located as follows: Two miles ballast washed out between Shaws and Cochranton. Just east of Cochranton the entire bank, about eight feet high, was washed out for a distance of about 700 or 800 feet. Between Cochranton and Carlton, a distance of about four miles, ballast was entirely washed out and the roadbed in about 30 different places



120 FOOT GORGE, WHERE CULVERT STOOD AT AURORA, OHIO.

was washed out from three to four feet in depth. One-half mile west of Carlton roadbed was washed out about four feet deep for a distance of 400 feet. Between Carlton and Utica three small washouts about 100 feet long and three feet deep. West of Utica ballast washed out in several places, and between MP 17 and 18 roadbed was washed entire mile from a depth of 1 to 2 feet. Track between MP 18 and MP 22 west of Sugar Creek, was not disturbed. From MP 22 to MP 24 Franklin, the bank was washed out under the one rail almost the entire length. The depth of washout runs from one to five feet. The line of track, however, was not disturbed seriously. Tracks O. K. through Franklin, but west of Franklin for about 2,000 feet, bank was washed out on one rail, on the river side, from a depth of one to three feet. Track was not disturbed from this to Oil City.

Relative to above, work on the Franklin Branch was started late on account of the water in French Creek remaining so high that it was impossible to get down the branch until several days after the water had subsided on the main track.

The Mahoning Division was hard hit, and was blocked as follows: Washout at Aurora, from March 26th to 30th; between Phalanx to Leavittsburg, from March 26th to 29th; between Youngstown and Sharon, from March 26th to 29th; New Castle Branch, from March 26th to April 1st.

The culvert just east of Aurora Station was completely washed out, making a hole about 120 feet wide and 70 feet deep, the tracks were also washed out at bridge 48.27, between Phalanx and Leavittsburg and surrounding territory, making it necessary to hold five cars of slag on Bridge 48.27 for about five days. The

bridge west of Warren had one pier washed out, necessitating the use of eastbound track only, between Warren and Leavittsburg, account of westbound track out of commission.

The culvert just west of DeForest was in such bad shape that it was found necessary to use the westbound track from Warren to DeForest.

During this period a shuttle train was run between Youngstown and Warren to accommodate passengers, as the street cars were entirely out of commission between Warren and Youngstown for three days.

Water was over the interlocking plant at Valley Street, putting this out of commission. The tracks were also under water at Applegate's Crossing, between Valley St. and Hubbard. The tracks were out of commission between Coles and Sharpsville, having three feet of water over them and in some places four feet.

The bridge east of Sharpsville had to be held down with four or five carloads of heavy material.

The New Castle Branch was completely washed out from New Castle Junction, clear to West Middlesex, necessitating a work train for a long period to put this track in commission.

On the Lisbon Branch the bridge just east of Niles was in such shape that it could not be used. The water was also over the tracks in the vicinity of Scranton Avenue Freight House.

A temporary trestle has been built at Aurora, which is being used as a single line, or gauntlet.

Along the Chicago & Erie, where it might be imagined the damage would have been greatest, by reason of its being more in range with the flood, did not suffer as greatly as its neighbors, the Cincinnati and Mahoning Divisions. Reports from there say that the Erie tracks were not damaged as badly as at other points, nor as badly as the North and South roads throughout central Ohio and Indiana. At Decatur, Ind., the St. Mary's River overflowed its banks and washed out the track for about 500 feet, delaying traffic for several days until the water receded and repairs could be made. The accompanying picture shows what the St. Mary's did to the Erie track.



WHERE THE ERIE CROSSES THE B. & O., OLD FORGE, AKRON, OHIO.

Cleveland suffered, too, as the Cuyahoga River, which runs through the city, overflowed its banks and completely submerged the low-lying land, which is entirely occupied by the lumber interests and industrial plants. Vessels that were moored for the winter along the river were floated onto docks and left high and dry, as the waters receded. In many cases it was by the strongest efforts possible, that some of these big vessels were prevented from breaking their moorings and going down the river.

One vessel, the Wm. H. Mack, was forced over against a draw bridge, completely lifting it off its center and

dropping it into the river and entirely blocking navigation for a period of two weeks, and no effort seemingly had been made by the city to replace this bridge or repair the damage to others, which prompted the general manager of the Erie Railroad, with others, who were sufferers, to call upon the Mayor with a view of urging the city to make some arrangements to accommodate the traffic between the parts of the town that the loss of the bridge effected.

This meeting had excellent results, and the city immediately got busy, and H. O. Dunkle, the Erie's general manager, explained to the Mayor and City Fathers how within two weeks the Erie Railroad had constructed a temporary draw-bridge over the Cuyahoga River some three years ago, when Bridge 5 was destroyed, and that a similar temporary structure could be erected at West Third St. by the city in a short time, if the matter had been given the necessary attention, and the co-operation of the Erie Railroad in accomplishing this was offered by the general manager to the city. He even volunteered to supply the necessary bridge.

This spirit of co-operation on the part of the Erie Railroad brought forth considerable favorable comment on the part of the press.

The following editorial from the "Cleveland Leader" of the 15th inst. will be of interest to the Magazine readers. It is headed "The Right Spirit" and reads:

"You will have the hearty co-operation of the Erie. If any exchange of land is necessary to make the scheme possible, we will work with the city. The Erie wants to make the Cleveland harbor THE harbor."

"Such was the declaration made by a representative of the Erie Railroad at a conference of city officials and interested property owners concerning the means to be taken to repair the damage done by the flood in the flats and their relation to the plan for the proposed big river improvement.

"That is the right spirit. Manifested by one of the great 'soulless' corporations which are commonly supposed to thrive by exploiting the needs of the public without regard to its welfare, it should do much to freshen the courage and enthusiasm of those who are directly active in overcoming the obstacles in the way of the great projects that are to



ST. MARY'S RIVER WASHED OUT 500 FEET OF TRACK AT DECATUR, IND.

bring to a reality the mightier Cleveland of the future.

"This is the true Cleveland spirit. Animating all Clevelanders and shared in by the railroad and steamship companies and the smaller neighboring cities that are naturally and through self-interest bound to the metropolis of Ohio, the Sixth City will soon achieve the great destiny that is so plainly within its reach."

The Cincinnati Division got its share of the trouble, particularly at beautiful Dayton, one of the classiest cities on this continent, where the scenes of misery were beyond the pale of ordinary description. But, what happened there has been told in detail in the daily press.

What happened to the Cincinnati Division is best told in the words of Superintendent Woodruff, than whom none knows more of what the conditions were.

Beginning at Kent and going west; the fill just west of Plum Creek west of W. & L. E., washed out for a distance of about 125 ft. long and 20 ft. deep. This is covered by pile trestle, on the westbound track, made of telegraph poles and car timber, and later filled up with slag. There were several minor washouts between Kent and Tallmadge.

Between Tallmadge and Old Forge at Akron, there was 1,300 ft. of the eastbound main track wholly and partially washed out. Also about 400 ft. of the westbound at the same point, wholly washed out. 8,000 yds. of sand and gravel were used to repair it. Sand was obtained from the Akron Sand & Gravel Company, using their cars and engine to handle.

At Old Forge, Akron, where the Erie crosses over the Baltimore & Ohio R. R., the east abutment was undermined and partially crumbled. This was temporarily repaired by placing a timber bent under the girders and removing the earth from behind the abutment. Buchtel Avenue Yard, Akron, was covered by 4 ft. of mud and debris of various kinds. Eighty-five flat car loads of rubbish and mud were removed from this yard.

Between Barberton and Silver Creek two fills that had previously washed out, cracked and washed away so that single track was necessary for about a week. At Wadsworth both tracks were washed out for a length of about 15 ft. and 6 feet deep; besides undermining the eastbound track for a distance of 600 ft. One mile west of Rittman both tracks were out for a length of 30 ft. and a depth of 6 ft. The east abutment of the plate girder bridge was undermined, causing the bridge to settle slightly.

Between Creston and Burbank the westbound track was completely washed out for a distance of 400 ft., 18 ft. deep, and the eastbound partially washed for a distance of 600 ft., 4 ft. deep. The embankment was washed out around the abutments of the bridges at Pavonia and Ashland and at various smaller bridges. All of the high fills on the division settled considerably, sloughing off to one side, the bank breaking, as a rule, a foot or two outside of the end of the tie. Some places closer to the track. In Galion Yard, a spot washed out about 3 ft. deep and 12 ft. long.

In the vicinity of Green Camp the water was 7 ft. over the main track, making it impossible to get through with work trains for several days. Between Marion and Urbana the roadbed was damaged in various small places by the ballast washing and portions of the fills giving way. At Peoria one abutment of a plate girder bridge was undermined and part of it cracked off, one small bridge at Bowlusville and one west of Urbana were undermined, the blocking and false work of the bridge being reconstructed were washed out.

Between Maitland and Springfield the track for a distance of 1,500 ft. was thrown off its bed. The embankments were washed out from a depth of 1 to 6 ft. From Springfield to Durbin the ballast was all washed out of track, some places for a depth of 4 ft. At Durbin six cars, some of which were loaded with lime, were burned by the water rising above the car floor and setting cars on fire. One coal car loaded with dolamite was undermined and partially turned over.

Between Durbin and Cold Springs the track was all washed out and moved off its roadbed. Bank was cut to a depth of 5 ft. From Cold Springs to Osborne about 600 ft. of track washed to a depth of 5 ft. and one-half mile washed to a depth of 1 ft. in spots. Between Osborne and Dayton, with the exception of a mile, the track was almost entirely gone. As a rule the track was thrown out of line as much as 15 ft. and embankment washed up to 35 ft. deep. Very little of the tracks between these points was left on its original bed.

In Dayton the levee broke behind

the Barney & Smith Car Works, which is immediately adjacent to our Dayton yard. The water from the river took the lumber piles from the Car Works and deposited them in the Erie yard. It is estimated there were 250 to 300 carloads of lumber resting on the Erie tracks, many of the piles being neatly piled, some being badly tangled up. In Dayton Yard there were 49 cars off the track and some of them turned over by the flood. At the Erie freight house at Dayton the water broke through the doors of the freight house and swept a large part of the freight into the street. The water rose within 1½ inches of the second floor of the Dayton Freight House.

When the water went down it left a deposit of 3 to 9 inches of black, oily mud, which completely covered everything. Yard office, oil house, switchman's shanty, engineers' bunk room were all turned over in Dayton Yard. The freight house platform and team tracks were also piled high with lumber, debris from houses and rubbish.

The first washout occurred at Rittman about 5.30 P. M. March 24th. This spot was repaired about 5.00 A. M. March 25th. One track was OK from there to Wadsworth about 10.00 A. M. March 25th. From there to Akron 3.00 P. M. March 25th. Line was open from Akron to Kent March 31st at 10.30 A. M. From Marion to Rittman March 26th. From Marion to Urbana line was open for traffic March 31st, to Osborne April 2nd and to Dayton, using the eastbound Big Four track between Osborne and Dayton, April 3rd. Erie tracks between Osborne and Dayton were opened for traffic April 18th.

A total of 5½ miles on the Division were entirely washed out, five miles were partially washed enough to be unsafe for traffic; besides the parts where only the ballast was washed and were fit to run over only at slow speed.

The following items from Dayton will serve to show what the conditions were, as affecting the Erie Railroad employes:

Foremen and employes of the Erie roundhouse at Dayton, O., and some half dozen Erie trainmen, will carry to their graves memories of their thrilling experiences on that eventful March 25th, when Dayton, Ohio, was inundated in one of the greatest catastrophes of modern times.

The courage of genial General Foreman John Atkinson and his force of mechanics and helpers, was sorely tried, but they rose manfully to the occasion and came forth from a most critical situation with justifiable pride.

In his younger days John Atkinson held a prize for being the fleetest of foot among his playmates in his home town in Jersey, but he never made a faster run in his life than on the morning of the flood. The lives of men depended on his energy, and John won out with the race with death.

As Mr. Atkinson was walking from one of the yard offices in the Dayton yards to the roundhouse, he heard a cry of alarm, and, looking across a commons, discerned a wave of water over two feet in height flooding everything in its path. Realizing that the Mad River levees had broken, he knew the great danger that was in store; running as he had never run before, he covered the remaining distance to the roundhouse and warned his men to seek safety in one of the locomotives standing nearby. Then he crawled to the tops of several cabooses standing on a track in direct line of the onrushing waters, broke windows and aroused the sleeping trainmen and apprised them of their danger.

Trainmen and shop employes took refuge on engine 1760, as the water rapidly increased in height. Realizing that they would be better able to make their escape from the flood on switch engine 1302, which was standing nearby, it being supplied with a firebox setting higher from the ground, the men waded the water, which by that time reached their armpits, and climbed into the cab and on the tender.

Despite the great danger that confronted them, Mr. Atkinson thought of property entrusted to his care, and with a helper he waded and swam through water nearly to his neck and climbed on board engine 854, which was steamed up preparatory to taking out a passenger train. Foreman and helper with great difficulty drew the fire, thus probably saving damage to fire box.

Joining their companions on the 1302, Engineer Jourdan pulled the throttle and the engine with its load of human freight slowly made its way through the turbulent waters that threatened to engulf it. Several men stood on the front end, and with poles

pushed away the driftwood that threatened to impede their progress. Thus they proceeded for about a quarter of a mile from the roundhouse, when their progress was brought to end, the water having washed track and roadbed away.

With the water continually getting deeper, the men knew it would be but a question of time until it would sweep over the engine. There was no haggling over the course that lay before them; work started at once on making a life raft. Tearing their overalls and blouses into strips, they lashed driftwood together and prepared a life raft large enough to carry two men. Pushing off from the engine, the two men slowly poled and paddled the improvised craft toward a neighboring bluff to secure aid for the rest of the imperiled men. Across the swirling rush of water that threatened at any moment to swamp them, commanded by sheer nerve and the hope of getting aid, at the expense of life and limb, the men made their way. It was slow, hard and tedious work, but at last they were successful in making a landing on high ground. Luck was with them in securing a man with a rowboat, who set out to rescue the men waterbound in their improvised home on the 1302. Three hours had elapsed since the men had climbed on board the locomotive at the roundhouse and they felt keenly their exposure to the raw, chilling wind and rain that accompanied the flood.

However, not a man on the locomotive would take a seat in the rescuing boat, until one of their fellow Erie employes was first taken from his perilous position. This man was Harry Croy, fireman of the 1302, who for some years has been handicapped by the loss of one of his limbs. Harry, when he first saw the rush of water coming, left his engine and took refuge on a water tower. Climbing to an extension near the top, he clung with desperation, as the water gradually came nearer to him. In this uncomfortable position he remained for nearly four hours, when he was placed in the boat and taken to a place of safety. It was necessary to make three trips to get all the men off the engine, the last ones to leave having been prisoners for over six hours.

Thursday morning the waters receded and the roundhouse crew was right on the job. General Foreman Atkinson and Night Foreman Campbell established a kitchen and sleeping quarters for the men in the roundhouse and for three days and nights they did not leave the building. Their job of rehabilitating the flooded roundhouse was not an enviable one, for muck to the depth of 4 feet covered the floor and clogged machinery, pipes and sewers. However, things were in shape by Thursday evening, so that engines could be handled, the Erie setting the pace for all the other roads in the city. One visiting the Dayton roundhouse several days following the flood, would have found it in better shape than ever, for all employes vied with one another to wipe away the marks of the muddy-mad river, whose waters had stood to a depth of 8 feet in the building. Several of the employes lost all of their household goods through the flooding of their homes; nevertheless they gave their services to the company, thus showing their loyalty in no uncertain terms.

FRANKLIN WAS A WINNER.

The latest illustrated folder gotten out by the Jefferson Union Co., tells of the wonderful achievements of Benjamin Franklin, philosopher and scientist, and is well worth perusal, if for no other purpose than to learn of the accomplishments of this great man.

In connection therewith the Jefferson Union Co., seizes the opportunity of exploiting the meritorious goods known as "Jefferson Unions" manufactured by this company and not only giving a brief description of the goods, but illustrates them in so plain a manner, that their goodness is easily discernible.

A post-card or letter addressed to the company at Lexington, Mass., will bring the writer any one, or all of the series of educational booklets published by the Jefferson people.

FREIGHT AGENTS WILL MEET.

The Erie Railroad Freight Agents' Association will hold its seventh regular meeting at Akron, O., on May 23d and 24th, 1913.

Some people keep their virtues locked up for high days and holidays.

The man who buys his friends generally gets stuck.

THE STOVE COMMITTEE

APPOINTMENTS.

Mechanical Department.

H. J. Ackworth, storekeeper, transferred March 1st, 1913.

C. E. Frasier, chief clerk, appointed storekeeper March 1st.

A. P. Gugolz, clerk, appointed chief clerk March 1st.

G. M. Waddy, gang foreman, transferred to inspector, outside shops, February 19, 1913.

M. J. Solomon, asst. foreman car repairs, appointed gang foreman, Freight Department, February 19th, 1913.

Chicago & Erie Division.

Miss Hilda Ryer, agent at Winfield, Ind., vice J. W. Hopkins, transferred.

New York Division.

John McNaughton, trainmaster, with office at Jersey City, N. J., relieving H. R. Cole, transferred.

SAVED A MAN'S LIFE.

The following letter was received by General Passenger Agent R. H. Wallace and explains itself.

It may be stated that the hero of this incident is Benjamin Farley, and he is as good a railroad man as life saver. He joined the Erie forces March 18th, 1897, in the train service and the books show his record to be absolutely without a flaw.

Following is the letter and Mr. Wallace's reply:

April 4th, 1913.

Mr. R. H. Wallace, General Passenger Agent,
Erie Railroad,
50 Church St., New York.

Dear Sir:

You might be interested in an incident of which I was witness, as the occurence reflects credit upon one of your employees.

On the afternoon of April 1st, I was walking down the platform on Jersey City to board train 191 on track 7, on which train the baggage car is next to last. As I walked along, the Greenwood Lake train on track 8 started out. Several cars ahead I saw a man between two cars hanging onto the grab iron on each car. The train was rapidly acquiring headway and it was only a question of a short time when his hold would break, and he would roll under the wheels. As the rear end of the train passed the baggage car on 191 the baggage man, attracted by the shouts, looked out and saw the man hanging. He did not hesitate an instant but jumped from his car, ran up the middle of the track after the train and, although the train had acquired considerable speed, he was just able to reach the airbrake hose under the coupling and yank the valve open. This, of course, brought the train to an immediate stop.

What commended itself to me was the quickness of the baggage man in comprehending the situation and his quick decision as to the best thing to do.

Yours truly,
(Signed) C. C. Whedon.

Mr. C. C. Whedon.
c/o I. N. Megargee & Co.,
299 Broadway,
New York City.

Dear Sir:

I thank you very much for your favor of the 4th inst. advising of prompt action on the part of our baggage man in preventing a serious accident on the afternoon of April 1st.

We appreciate very much your interest in advising us, and will see that due credit is given him.

Yours truly,
(Signed) R. H. Wallace,
General Passenger Agent.

SWEARS BY THE ERIE NOW.

Mr. F. A. Riley, steward on car 960, trains 5 and 6, experienced a very pleasant incident, lately. A gentleman on train 5, enroute New York to Oil City, before reaching Meadville in the morning, and while at breakfast, called Mr. Riley to his side and remarked: "I want to just say to you, young man, that this is my first trip from New York, via the Erie R. R. to Oil City. But I am free to state that, though I have been prejudiced against your line, I have placed such prejudice behind me forever.

"I have never enjoyed a better night's rest on a sleeper. The service is perfect in every manner. The courtesy of employes has astonished me. The meals in your car are the best I have ever had on a dining car.

"I want to tell you this, for I am sure it will please you, and I will be glad to have you tell your superior officers, and you can from now on count me as a friend of the Erie R. R. I also wish to thank you and the boys in this dining car for their courtesy.

"If these few, but sincere remarks, will tend to warm your heart a little, I gladly give them to you, for you are entitled to them."

"If a man look sharply, he will see Fortune, for though she is blind, she is not invisible."

THE ERIE ROLL OF HONOR

EMPLOYES, WHOSE NAMES APPEAR BELOW, HAVE BEEN AWARDED CREDIT MARKS FOR MERITORIOUS SERVICE.

Thomas P. Lynch, Sec. Foreman, Susquehanna Division.

B. Farley, Baggageman, New York Division.

W. L. Delaney, Operator, New York Division.

C. L. Mann, Signalman, New York Division.

W. H. Clark, Brakeman, Delaware Division.

J. Devine, Sec. Foreman, Delaware Division.

E. A. Johnson, Conductor, N. Y. S. &. W. Division.

G. L. Morgan, brakeman, New York Division.

A. A. Burley, Conductor, Buffalo Division.

J. X. Purcell, Fireman, New York Division.

While train 73 was passing "W. X." tower on the Susquehanna Division, W. L. Delaney, operator, discovered a brake rigging dragging on car M. C. 43120, and took prompt action to have train stopped and defect remedied, before a serious accident occurred.

While train 87 was passing tower at Ramapo on the New York Division, Signalman C. L. Mann discovered a brake rigging dragging on car C. F. X. 55603, and took prompt action to have train stopped and the defect remedied before a serious accident occurred.

W. H. Clark, brakeman on the Delaware Division, discovered low pilot on engine hauling train 2 at Lackawaxen, Pa., and took prompt action in reporting same.

J. Devine, section foreman on the Delaware Division, discovered a dragging brakebeam on train 86 and promptly stopped train in time to avoid a possible accident.

While acting as conductor and passing Ash Gap on the Wilkes-Barre & Eastern, E. A. Johnson discovered a bent axle under car Erie 110188 and promptly reported same in time to prevent a possible accident.

While Rochester Division train number 187 was passing "A. Q." tower on the Susquehanna Division, W. S. Sherman, operator, discovered G. T. P. car 304751 off center and took prompt action in stopping train and having defective car switched at Painted Post, thereby preventing what might have resulted in a serious accident.

B. Farley, baggageman, New York Division, early in April performed an heroic act. An elderly man who attempted to board train 527 lost his footing and was being dragged along platform at Jersey City, when Farley, who was in baggage car of train on opposite track, heard shouts from other persons, and, concluding something was wrong, jumped down and ran behind the outgoing train and opened the angle cock on train line, stopping train before a personal injury occurred to the person referred to.

One morning during the latter part of March, G. L. Morgan, brakeman, New York Division, discovered a broken rail on westbound main track near tower at Suffern, N. Y., and took prompt action to have approaching trains held and damage repaired.

During the early part of April, A. A. Burley, conductor, Buffalo Division, reported a broken rail on main line just east of the west end of passing siding at North Collins, N. Y., thereby averting a possible accident.

J. X. Purcell, a fireman on the New York Division, discovered 12-1½ Fairbanks brass valves and a 14-inch Stilson wrench, the property of the Erie Railroad, hidden away on unoccupied property at Waldwick, N. J., and turned same over to the foreman at that point. It is apparent that these articles had been stolen and would have been carried away, had not Purcell discovered them.

A. L. CONRAD SURPRISED.

Mr. A. L. Conrad is the Erie's agent at the Transfer, Marion, Ohio, and he is the real article, according to the estimate placed upon him by the boys who are his lieutenants.

On April 1st he had a birthday and the boys hit upon the idea of making it something worth remembering, although Mr. Conrad, himself, might have allowed it to pass by without undue ceremony, as most men do.

Mr. Conrad resides on South High Street, and on the evening of April 1st, his office staff and their families gave him a surprise by unexpectedly calling. They enjoyed a great good time with games, music, a social session and concluded with refreshments.

Not only that, but they took along a beautiful traveling bag, and this they presented to the good friend whose birthday furnished an excuse for the gathering. It was understood, of course, that the bag was not given as a hint that the boys wanted him to pack it and hie himself to unexplored parts, but they wanted to be sure that when he did go traveling, the new bag would lend dignity to the trip.

The fact is, Mr. Conrad has used his influence and efforts to improve working conditions at the Marion Transfer, and has been successful. The boys have manifested their appreciation many times and they thought on their friend's birthday it would be apropos to give him a present in the way of a traveling bag. It goes without saying that Mr. Conrad appreciates both the bag and the sentiment of friendship that went with it.

54 YEARS IN TRACK SERVICE.

Lot McLaughlin is one of the real veterans employed in the Maintenance of Way Department on the Lines West.

His biographer, Mr. James Burke, the invincible, whom everybody knows without his title, says Lot, who had nothing to do with the "Pillar of Salt" incident, came to the Company in 1859 and engaged in the work of grading at Greenville, Pa., and helped build the road as far west as Wadsworth, Ohio.

Lot makes his home at Aurora on the Mahoning Division, where he came in August, 1862, and has worked as trackman ever since, being 73 years of age. He has been in continuous service and is still in robust health.

In his younger days he was a husky and powerful man and wherever duty called him with a few of his kind, there was no need of worrying, for the track was always attended to right. Men of Lot's kind are rapidly disappearing from the track department and few are found that can meet the requirements of this faithful veteran.



LOT McLAUGHLIN.

He is the father of Frank McLaughlin, who is the Erie's local agent at Cleveland, Ohio.

GOOD SIGNAL WORK.

New York Division signal maintainers who have had no failures for the month of March were: W. Bauer, J. A. Burgin, B. W. Colvin, J. J. Carroll, C. A. Chuseman, J. B. Ferris, W. Fryer, C. Dickhoff, D. Rankin, P. Nadbraskie, F. Wiley and C. H. Winters.

NO REASON FOR COMPLAINT.

Lady: "Why are you all so worried?"

Captain: "The fact is, madam, we have broken our rudder."

Lady: "Is that all? Well, the rudder is under water, and it won't show. Let's go on."—Toledo Blade.

BANQUET OF THE ERIE RAILROAD ASSOCIATION.

AT MIDNIGHT on Thursday, May 1, a special train, consisting of two private cars, a diner and three 16-section sleepers, left for Buffalo, N. Y. It was in charge of Conductor William County and Pullman Conductor Carl Bested, with "Old Reliable" Engineer "Jack" Donnelly at the head end.

The party was made up of officers of the Erie and a great many traffic men, and the reason was the annual gathering, at which the boys meet, get better acquainted and enjoy a dinner given by President Underwood.

This time it was held at The Iroquois Hotel, Buffalo, N. Y., on Friday evening, May second, and all agreed it was a delightful affair, where goodfellowship, good feeling and good food put everyone in splendid humor.

The one feature—and it was an important one—that stood in the way of an otherwise perfect evening's pleasure, was the unavoidable absence of President Underwood, who is vice-president of the Association, and General Traffic Manager D. W. Cooke, who is its President.

In the absence of President Cooke, Mr. George N. Orcutt, assistant to President Underwood, presided at the speakers' table, at which also sat Vice-President J. C. Stuart, traffic manager, E. T. Campbell, H. O. Dunkle, general manager, Lines West; E. E. Clark, Judge Moore, S. Peters and "Colonel" George A. Post.

One hundred and fifty good and loyal Erie men were seated at the 22 floral-decorated tables in the spacious banquet hall. Toasts were proposed and 17 songs sung, all with Erie sentiment. Under the name "Erie Forever," Mr. H. C. Hooker, secretary to President Underwood, who is the possessor of a resonant bass voice, sang the song to the tune of the famous "Stein Song" and he received repeated encores, making one of the big hits of the banquet. The Ball-Gould quartet also scored a big hit.

A telegram was received from Vice-President George W. Brownell, expressing his regret at not being able to attend, and Mr. George N. Orcutt read a letter from President Underwood that brought every Erie man to his feet and created prolonged applause. Mr. Underwood's letter read as follows:

New York, May 2, 1913.

All officers and employes of every department, Buffalo:

I send this my hearty greeting and regret that I am unable to meet with you this evening. I can only look forward to that pleasure on some future occasion. It has been stated before that the success of a railroad depends on its units, and every man is a unit. There is no employment on a railroad that is not important, that is not worth doing well, just as there is no unimportant part of the machine, no angle, no joint or bolt which has not its definite purpose, or which must not render a good account of itself in the finished purpose, or which must not render a good account of itself in the finished product. The Erie company wants more from its employes than the mere work they are appointed to do, just as the employes need more from the company than their money at pay day.

If the company does not give its men more than their money, if it does not take a human interest in them beyond its business relations with them, it will always fail to get the results out of the pay roll to which it is entitled. If the interest of the men in the company does not go beyond the mere doing of their work, they cannot get out of their employment all that is coming to them. The future officers of the company are somewhere down the line doing the work that is the only practical preparatory for advancement.



H. C. HOOKER.

Railroad men are not made in the schools. The more education, the better, of course, but experience is the finish that makes for success. When every employe of this company feels the personal responsibility of his employment, when every employe regards the public as the potential friend of the company, and its great customer; when every employe regards his work as a means to his own success and takes the interest in his work that brings to it the pleasure of doin it, nothing can prevent the success of both company and men. There is no separate interest either.

It must be a common interest in each other, or no lasting or permanent success is possible.

I congratulate you who are assembled in that you are free agents not dominated by any oath-bound labor organization; that as American citizens you are free to work when and where you please. It is from the ranks of such as you that the officers of railroads must be recruited. I give you the toast, "A happy evening full of good cheer and pleasure."

(Signed) F. D. Underwood.

In reply President Underwood was sent the following telegram:

F. D. Underwood, President of the Erie Railroad Company.

Erie Railroad Association now enjoying at Buffalo its annual dinner provided by your thoughtfulness, sends its greetings. We pledge you anew our loyalty and affectionate regard. We wish you health and happiness and long continued administration of the Erie.

Erie Railroad Association.

Vice-President J. C. Stuart made a few felicitious remarks and then Mr. Orcutt introduced "Colonel" George A. Post as the toastmaster of the evening, and Mr. Post entertained his hearers with a lengthy speech which was richly spiced with keen wit and humor.

He had once been an employe of the old Erie, and a Congressman. He is now in the railroad supply trade in New York. As an Erie employe, he filled the post (this is not intended as a joke) of secretary to the superintendent of motive power, and he told some rich tales of how railroading was conducted in those days.

E. E. Clarke gave a humorous address on the attitude of the Interstate Commerce Commission; Clyde Colby gave a travesty on Dr. Friedman, the German tuberculosis expert, and his topic was phrenology. What he did to several favorites on the Erie roster was good and plenty, and his contribution to the fun made a tremendous hit. Judge Moore impersonated a Russian diplomat, and his remarks on the railroad situation and things American, in general, created an outburst of laughter.

The big love feast terminated just before midnight.

Following was the menu:

Iroquois Crabflakes
Chicken Gumbo à la Creole
Salted Almonds Celery Ripe Olives
Fried Lake Erie White Fish, Lemon Sauce
Sliced Cucumbers French Potato Chips
Sweetbreads, with Mushrooms
Curaçoa Sherbet
Breast of Partridge, Bread Sauce
Golden Gate Salad
Biscuit Glacé
Assorted Cakes Coffee

On Saturday the Erie men made a tour of Buffalo Harbor on the police and fire tug Grattan, and enjoyed the trip immensely. This trip was made possible by courtesy of His Honor, Mayor Furhmann, who has the sincere thanks of the Erie Railroad Company for his kindness.

At the conclusion of the sail a special train was in waiting and carried the party to Niagara Falls. A luncheon was served aboard the train and consisted of many dainties, including chicken salad a la Canning, with sandwiches and cool carbonated Saegertown spring water.

At Niagara Falls the visitors were the guests of President Connette of the International Railway and Vice-President B. L. Jones of the Great Gorge Route, who provided trolley cars which took them around the famous circuit of the Falls and Gorge. For this courtesy these gentlemen have the sincere thanks of the Erie Railroad Company.

At midnight, Saturday, the traffic representatives took a special train for Philadelphia, where a convention of traffic men was held, and so ended an affair that put every loyal Erie man on edge with delight.

The personnel of the Association follows:

OFFICERS

D. W. COOKE, President
F. D. UNDERWOOD, Vice-President
R. S. PARSONS, Vice-President
D. W. BIGONEY, Treasurer
H. W. HAWLEY, Secretary

EXECUTIVE COMMITTEE

G. N. Orcutt C. P. Crawford
A. J. Stone

ENTERTAINMENT COMMITTEE

H. C. Hooker R. H. Wallace
W. S. Cowie

MEMBERSHIP COMMITTEE

H. A. Taylor D. L. Gray
C. S. Goldsborough

RECEPTION COMMITTEE

F. G. Robbins Herbert Thompson
H. O. Dunkle E. T. Campbell
F. A. Clark A. C. Hilton
G. A. Bergen Wm. Schlaige
J. D. Brown Jas. Burke
Luis Jackson

BUSINESS AMENITIES.

Farmer to claim agent:
A cow of mine stood on your track
About a week ago,
And now old Bossy's in the land
Where all good bovines go.
Your engine poked her in the ribs
And left her stiff and still.
You bought old Bossy then and there,
So kindly pay the bill.

Claim agent to farmer:
Old Bossy never should have stood
Upon the railroad track.
You cannot blame old Twenty-four
For hitting her a crack.
We didn't drive old Bossy there,
It's not our fault she died.
So bury her and mark her grave,
"A bovine suicide."

—Boston Transcript.

ORDER OF THE RED SPOT.

May Membership.

New York Division and Allied Lines.

No.	Engineer.	Fireman.
1	J. J. Kelly	W. E. Jenner
11	J. H. Linley	F. Daley
12	J. M. Hagerty	M. R. Moran
180	H. J. Mallon	W. Walters (days)
	T. Bailey	T. J. Walls (nights)
470	A. J. Dillon	E. Ritter
473	J. H. Hopper	J. M. Soop
477	S. Snedecker	A. B. Armstrong
513	B. Walsh	W. J. Gee
515	H. S. Robertson	F. Demarest
517	D. J. Ackerman	E. J. Brower
526	W. G. Cole	A. Canfield
591	A. Bell	G. H. Clegg
598	J. Walker	T. Gleassey
610	M. G. Broas	
618	J. Ahern (days) W. Clauson (ngts.)	
689	S. Bond	C. B. Clough
793	H. W. Smith	N. M. Cable
812	W. French	N. C. Brower
813	W. O. Cutler	J. J. Reilly
820	E. M. Carlough	R. Axford
821	T. C. Dagion	C. A. Gillette
825	I. Hasbrouck	J. L. Weir
826	G. Wallace	J. H. Winters
830	W. E. Captain	W. Smiley
831	T. Duffy	E. H. Jacobus
833	J. J. Carpenter	E. G. Marsh
842	E. M. Saunders	S. S. Ballard
848	G. McKinnon	D. Axford
850	W. Van Dine	W. F. Johnson
900	S. F. Ballam	W. F. Shultz
934	C. Caskey	S. Carpenter
935	E. Outwin	R. Kerr
937	H. N. Palmer	W. H. Pope
939	C. Ryan	R. J. Mulhall
950	A. Garrabrandt	J. McCarthy
954	A. Van Noye	C. L. Fowler
955	D. O'Brien	M. McMahon
957	F. Saier	F. W. Cole
961	W. Cunneen	T. Connelly
963	C. F. Handy	A. Knarich
964	G. H. Beatty	C. A. Johnston
965	H. L. Sarvent	J. B. Green
966	H. Schmell	C. M. Knapp
968	S. W. Evans	D. Desposito
970	H. Springstead	F. M. Vernon
974	W. H. Menner	J. A. Casey
1014	C. Landmesser	P. J. Kane
1071	J. Knaub	E. J. Brush
1455		
1463	C. Monks	F. R. Merritt
1473	M. J. McKeen	B. J. Blakney
2503	J. Downs	G. Ruegger
2561	J. E. Doe	B. Sweeney
3037	W. Crane	R. A. London
3038	J. Fitzgibbons	J. Merkenschlager
3042	A. O. Roberts	F. E. Wood
3043	W. E. Bolkcom	T. R. Davis
3044	A. M. Barley	L. J. De Veboise
3045	F. Beatty	H. Paffenroth
3046	W. Thomas	H. E. Pierce
3049	W. Coleman	F. Purroy
3050	D. Bhahaney	L. W. Hinkley
3056	E. H. Hector	W. Brown
3051	W. H. Balmos	M. Piatt
3064	E. J. Murphy	M. Grathwohl

OBITUARY.

Benjamin Scribner.

At his home in Nyack, New York, on April 11th last, Benjamin Scribner, among the oldest and most respected engineers on the Erie Railroad, passed away at the age of 75 years.

Mr. Scribner was born at Otisfield, Maine, in 1838 and 20 years later came to Piermont, N. Y. The record book in the master mechanic's office at Jersey City, shows that engineer Scribner entered the Erie service in 1858 as a fireman and was promoted to engineer in 1861, remaining on the Erie until 1864, when he was transferred to the Northern R. R. of New Jersey as engineer. In 1869 he was transferred back to the Erie and later reappeared on the Northern, where his career was finished.

He ran wood-burners that bore names and as railroads progressed he ran the most modern coal-burners. With these he handled the very best passenger trans. For many years he ran the Nyack express, conducted by the late Abram ("Dominee") Blauvelt, and they made an unbeatable team.

Three years ago engineer Scribner was retired from the cab and became foreman of the Nyack roundhouse. He was a man who commanded the respect of his fellows and as an engineer was among the best, never having accidents, nor was he ever injured, himself. He was a strong Brotherhood man and had acted as spokesman at many a committee meeting. He was buried from the Reformed Church and his funeral was largely attended.

Frank A. Weaver.

Frank A. Weaver, for 35 years an Erie station agent, 16 of which he served at Suffern, N. Y., was killed at Mahwah, N. J., through falling from a moving freight car.

He was born at East Aurora, N. Y., in 1845 and had been a resident of Suffern for 22 years. At the time the fatal accident befell him, he held the position of superintendent of the yard of the American Brake Shoe Co. at Mahwah.

SHAKESPEARE AS AN ACTOR.

About the year 1590 one of the London companies received an addition in the person of a young man who was not only a skillful and useful actor, but who also possessed the accomplishment of being able to adapt older plays to the taste of the times and even proved to have the gift of writing tolerably good plays himself, though older and jealous colleagues might hint at their not being altogether original. This young man, whose capacities became of no slight use to the company and the theater, was named William Shakespeare.—From "A History of Theatrical Art."

An Opinion Which Is Appreciated

THE letter reproduced below reached the editorial desk of this Magazine and came as a pleasant surprise. It is greatly appreciated and its author has our thanks.

Space is accorded it here because it pays a compliment to the official Magazine of the Erie Railroad Company, the sender being a well-known writer and newspaper man.

The success of this publication, to whatever extent it may reach, is due to the untiring efforts of the Company's employes—officers and men—who contribute gladly and willingly the articles, large and small, that fill its pages from month to month and without which its success would be impossible.

The continued good will and support of the Erie's officers and men are asked along the lines indicated, that the ERIE RAILROAD EMPLOYES' MAGAZINE may always occupy the high position among publications of its kind, referred to by the committee of which the writer speaks.

New York, April 8th, 1913.

A. W. Munkittrick,
Editor, Erie R.R. Employes Magazine,
New York.

Dear Mr. Munkittrick:-

I think it will interest you to know that one of the largest and richest corporations in the United States has been looking into the matter of establishing an employes magazine, and in this connection they have carefully scrutinized all the publications of this nature issued in the country.

You will be interested to know this because it was the unanimous opinion of those in charge of the matter that the little magazine you get out was emphatically the best of them all, according to their way of thinking.

Many of the other "house publications" were more pretentious but none of them, it was generally conceded, filled the purpose so well.

I think it only fair for you to know this. I would be pleased to tell you it if you were unknown to me. But I think you are the person I used to know years ago on the "Evening Telegram."

In any case, I congratulate you on your success in editing what unprejudiced experts consider the VERY BEST publication of this kind.

With all best wishes for your continued and well deserved success,

Sincerely yours,

(Signed) Roy L. McCardell.

BILL INTENDED TO SOLVE ALL RAILROAD PROBLEMS.

Prepared by D. E. Magogue.

IN the "Florida Times-Union," Jacksonville, Fla., Sunday, April 20, 1913, appeared this very interesting and suggestive letter:

Editor, Florida Times-Union:

In view of the biennial flood of legislation involving rates of freight and passengers over railroads in this state, I have, after giving the matter a vast amount of thought, concluded that the following bill would settle this question finally and save our learned patriots and devoted legislators from much work. I therefore ask you to publish the text as follows:

A bill to be entitled an act to regulate the rate of freights and passengers on railroads in Florida; to provide for the comfort of passengers, and to enable growers of fruits and vegetables to market their product safely and profitably.

Be it enacted by the Legislature of the State of Florida:

Section 1. That from and after the passage of this act the rates for passengers on railroad lines within the State of Florida shall be one cent per mile for the first ten miles, and one mill for every additional ten miles, but in no instance shall a larger sum than twenty cents be charged for any distance.

Sec. 2. It shall be the duty of all railroad companies to attach to each passenger train a dining car and every passenger shall be provided with three good and sufficient meals per diem, free of charge. Where trains run after midnight, a lunch, also free of charge, shall be provided for each and every passenger. The state Railroad Commission is charged with the duty of preparing the menu or bill of fare for each dining car, provided that no meal shall consist of less than six courses.

Sec. 3. All male passengers shall be furnished with not less than ten good ten-cent cigars per diem, and such soft drinks and magazines as they may desire. Female passengers shall be furnished with chewing gum, fruit and anything else they may call for.

Sec. 4. The rates for children under twelve years of age shall be half price, and children under six years of age free, and in addition it shall be the duty of every railroad company to provide every female child with a doll, candy and toys, and the male children with roller skates, marbles, tops and hobby horses. Any other things that the parents or guardians may deem necessary for their comfort shall also be furnished.

Sec. 5. The rate of freight on all fruits and vegetables raised in the state of Florida shall be five cents per crate to the state line regardless of distance, and it shall be the duty of each railroad company in Florida, in addition, to pay all charges to point of destination in other states that connecting carriers may require.

Sec. 6. In the event of delay or damage to fruits and vegetables in transit, it shall be the duty of the Florida railroads to pay each grower not less than $5 per crate liquidated damages for oranges, $6 per crate for grapefruit, and $4 per crate for vegetables, provided that the grower does not demand more, in which event it shall be the duty of the companies to pay whatever the growers demand.

Sec. 7. Every grower in the state shall have the right, after his crop has been harvested and sold, to present a claim to the railroad company over whose line he ships, and to demand and to receive a sum equal to 30% profit on his estimated cost of producing the crop and his estimated value of the property used in producing the crop, which claim and demand shall be paid within thirty days after presentation, under penalty of five-fold damages and attorneys' fees of not less than $1,000 in each case.

Sec. 8. Any railroad president or vice-president or other officer, director and every employe of said railroad company violating the provisions of this act shall be deemed guilty of a felony, and, on conviction thereof, shall be sentenced to an indeterminate imprisonment of not less than thirty nor more than sixty years at hard labor on turpentine farms or in phosphate mines, and in addition to be fined an aggregate of not less than $27,000,000.

Sec. 9. Any railroad officer or employe testifying in behalf of any railroad company shall be held and deemed guilty of perjury, and the fact of his testifying in behalf of the railroad company shall be conclusive evidence of such perjury, and on conviction he shall be punished as set forth in Sec. 8 of this act.

Sec. 10. All laws or parts of laws

in conflict with the provisions of this act be, and the same are hereby repealed.

Sec. 11. This act shall take effect immediately on its signing by the governor, and the governor is expected to sign it without winking.

I am sure, Mr. Editor, that you will recognize the importance of this act, as it practically solves all the railroad corporation problems of this state; hence I trust you will not only publish this communication, but also individually and energetically advocate its passage.

A FAVORITE HAS GONE.

In last month's issue there appeared a story concerning the resignation of Mr. William Jenkins, for many years chief clerk to Division Superintendent F. J. Moser of the Mahoning Division.

Through pressure of time the photograph of Mr. Jenkins did not arrive in time to be presented with the write-up. It is now shown in order that his



WILLIAM JENKINS.

host of old friends may look upon it as a pleasant reminder of the many pleasant days spent together on the Mahoning Division.

Mr. Jenkins is a refined gentleman and was glad at all times to do anything in his power for the welfare of this Magazine, and again we wish him great good fortune in his new field of endeavor.

Arthur F. Heyden.

Arthur F. Heyden, foreman of the New York Division rock gang, died suddenly at his home in Paterson, N. J., April 9th.



ARTHUR F. HEYDEN.

He entered the Erie service in 1888, and was formerly foreman carpenter under H. R. Comfort.

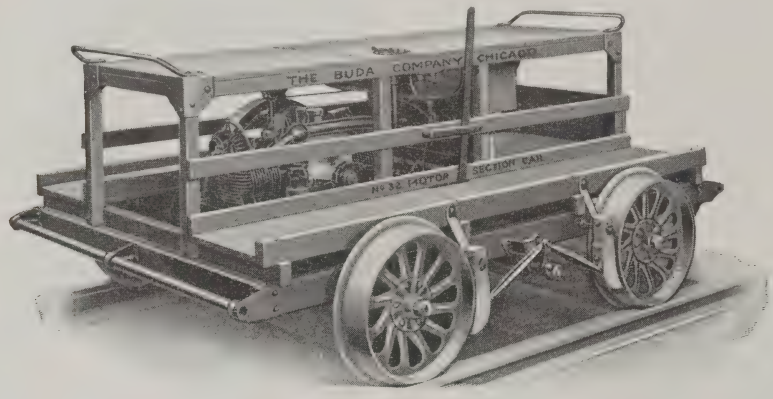
YES, THIS IS LOYALTY.

"We never lose anything by loyalty to the interests we serve. Loyalty is a solemn obligation every man owes his employer. It not only raises his own standard of manhood, but it elevates the esteem with which he is regarded by others. Practically every successful man has been loyal; few, indeed, who are not have ever made even a commonplace mark in life, and none has ever succeeded in commanding the respect of his fellow-men."

The under dog generally gets more sympathy than he deserves.

DEVELOPMENT OF THE RAILROAD MOTOR CAR.

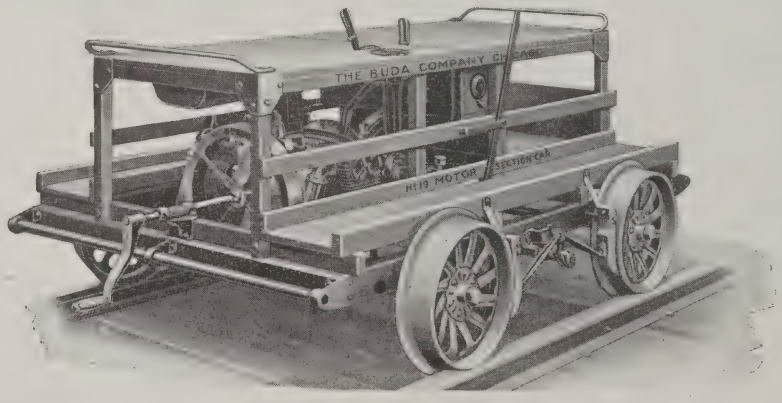
WHEN one looks back to twenty years ago and thinks of the old time hand or lever car with cast iron wheels, weighing 700 to 800 pounds, and which took the power of eight or ten men to drive, and today sees a gasoline motor section car running along the track and pulling one or more push cars loaded with ties and other material, and the motor car itself carrying a whole section gang, one appreciates the evolution that has taken place.



While the first cost of a motor car is considerably in excess of that of a hand car (and at first glance railroads were inclined to be skeptical and treat the purchase as a too costly experiment), a few of the roads were willing to try them out. While in some cases the first experiments proved many of the cars impracticable, one must appreciate that the motor car industry was in its infancy, and it also was more or less of an experiment with the manufacturers.

Several different types of cars were offered for the consideration of and acceptance of the railroads, and manufacturers of motor cars, feeling they were in the right, prevailed upon the railroad to keep up the experiments, and the increasing use of gasoline motor cars for inspection, section and signal maintenance service on railroads establishes beyond a doubt that they are no longer considered by any railroad as a luxury, but rather as a time and money saver, and conserving the physical energy of the section gangs for more and better work.

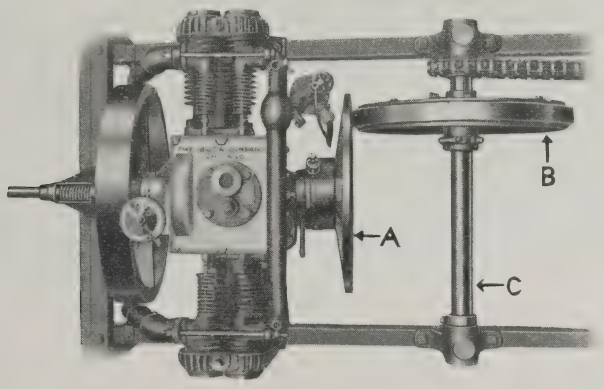
The chief requisite of any motor driven car for such purposes is that it is ready for service and in service all the time, and it is of the greatest importance for any railroad purchasing such cars to select one that will be always ready for service and so



designed and constructed that it can be depended upon to be in daily operation, performing the functions for which it was purchased.

We illustrate herewith three individual and distinct types of gasoline motor cars. These cars have exclusive and very important features that are not incorporated in any other makes of motor cars on the market.

The Buda No. 32 is of the type generally known as direct connected, and is intended to fill the requirements of a car for general section service and under ordinary grade conditions. Some advanced ideas in the construction of direct drive cars has been included in its design. By using a chain transmission, a reduction in the gear ratio between the sprockets of 2½ to 1 is provided, and this has proven a decided advantage to the motor because of greater power delivered to the driving axle, and permits the motor to perform its work with ease, insuring the greatest durabiliy in service.



The large sprocket on the rear axle is of the friction type, forming a constant cushion between the motor and driving axle, taking up the force of each explosion of gasoline, which would otherwise be sustained by the chain and engine shaft. This friction sprocket prevents the breaking of chain links, sprocket or crank shaft.

The Buda No. 19 motor section car is in a class by itself. It is equipped with either an air-cooled or water-cooled motor, according to the conditions of service and localities where used. The engine is of the free running type, started by cranking as in an automobile, independent of the movement of the car.

The illustration herewith shows the air-cooled type of motor. This forms a suitable equipment for all ordinary section and bridge gang purposes, except in localities where it is extremely hot, in which case the water-cooled motor is recommended.

It is designed to meet the demand of a section or bridge gang car capable of handling a push car as a trailer loaded with material for distribution, in addition to the transportation of men. As the motor is of the free running type and the car starts under its own power, it is especially fitted for this class of service.

This car is also suitable for service in section of roads where the grades are more severe than usual, as with the friction drive and free running engine the power can be equally applied for making a satisfactory rate of speed where road conditions and loads handled permit, or for moving loads, negotiating grades, etc. In fact, this car, with free running engine and friction disc transmission, practically meets every railroad requirement for a gasoline motor section car, and it has stood up to the severest tests.

Particular attention is called to the friction disc transmission used in this car, which comprises a driving disc "A," friction wheel "B" and friction wheel countershaft "C." This transmission possesses many advantages over any other style of transmission; it permits of operating the car at a wide range of speeds in either a forward or backward direction; is particularly adapted for working under severe conditions, such as operating on grades or hauling heavy loads; is very simple and requires no expert handling; there are no gear teeth to become stripped or a complicated clutching arrangement to slip and get out of order, and it is

very durable and positive in its operation.

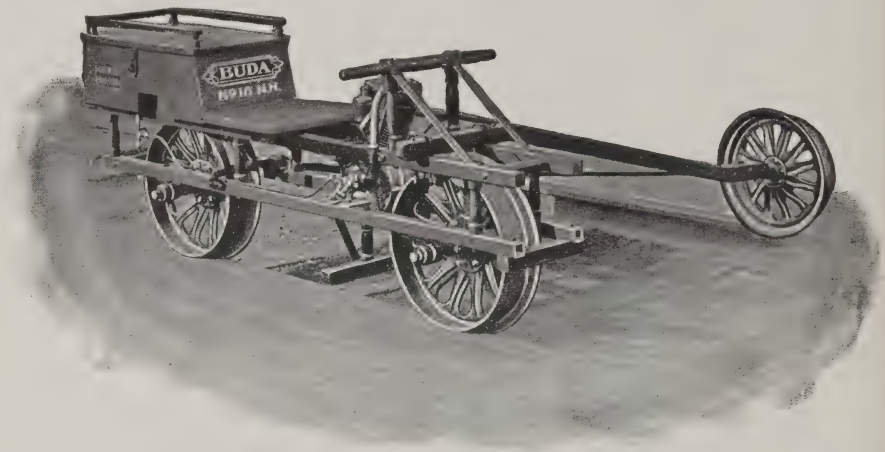
A ready comparison of this driving arrangement will appear when considering the difference between a passenger and freight locomotive. When the friction wheel of this transmission is at the extreme edge of the driving disc, it compares with the large sized drivers used on express passenger locomotives, and as the friction wheel is moved towards the center of the driving disc, comparatively speaking, the diameter of the drivers is reduced to that of a powerful, but slow running freight locomotive, and yet the engine is always developing its full-rated horse power.

The signal maintainer's car, Buda No. 10-NH, shown here, is also an exclusive type, and there is no other car like it on the market. It has patented features of much merit, particularly the friction sprocket. No doubt every Erie employee is familiar with this arrangement, as there are a large number of these cars in operation, not only on this road, but all over the country.

This friction sprocket is attached to the front wheel of the car and acts as a constant cushion between the motor and driving axle, and prevents breaking of chain links, sprocket or crank shaft, which will occur on any rigid sprocket drive. This is the same type of friction sprocket as is used on the section car previously referred to.

The drive of this car is by means of a heavy roller chain from a 9-tooth sprocket on the motor shaft to a 41-tooth friction sprocket on the front wheel of the car. This arrangement provides a material reduction in the gear ratio between the sprockets, so that the motor is capable of delivering its full capacity to the drive wheel and enables the car to readily negotiate grades. The front wheel drive promotes safety, as the motor pulls rather than pushes the car, and relieves the tendency to derailment which is so prominent in the rear wheel drive, especially at curves.

It is an ideal maintainer's car, light in weight and easily handled by one man to and from the track. While it is equipped with three wheels, it is furnished with four wheels, when desired.



This car has met with wonderful success, and clearly demonstrates the efficiency and usefulness of gasoline motor cars in signal work.

FOUR OFFICIAL CHANGES.

H. M. Andrews, general land and tax agent, with office at 50 Church Street, New York, vice Harrison Williams, resigned to engage in private business.

Emil J. Bauer is appointed manager of Lighterage and Foreign Freight departments, Produce Exchange Building, New York, vice Arthur J. Grymes, who, after 27 years' service, resigns to engage in private business.

C. E. L. Bergstrom is appointed assistant industrial commissioner, with office at 50 Church Street, New York.

Education is a better safeguard of liberty than a standing army.—Edward Everett.

"GINGER" McLAUGHLIN'S TEAM

"Ginger" McLaughlin of Long Dock, Jersey City, has been selected as manager of the newly organized baseball team at Long Dock, Jersey City, and will be pleased to hear from all Erie teams within a reasonable distance. The lineup is as follows:

Long Leo Schuster will play the initial sack; McLaughlin at second; Gallagher short stop, with "Red" Madden covering third. The outfield will be taken care of by three of the fastest amateurs in the service, namely, Joffey Dineen, H. Haas and Jim Drennan. "Iron Man" Evers will do the twirling and Big Jack Torpey will assist, with Cullington and Rich at the receiving end.

The boys have been practising daily under the watchful eyes of the once famous "Charlie" Murphy.

ISN'T SO SLOW AFTER ALL.

In a recent issue of the Mansfield (Ohio) News appeared the following article headed "Erie Not So Slow:"

A Carload of Walk-Overs.

"Kirkpatrick's Walk-Over Boot Shop has a good word to say in regard to the rapid transit of the Erie Freight Co.

"They recently received a carload of Walk-Over shoes which came through from Boston in five days. The old Erie is not so slow after all."

When that little story got into print it is surprising what a stir it made in Erie circles everywhere, when seen. Some of the older boys were reminded of the days when the jokefests, in their desire to be funny, made the Erie the goat for jollification, and these same old Erie boys notice that the jesters are aiming their arrows in another direction.

M. L. Hetzler, operator at Mansfield, who sent in the clipping from the local paper, wrote a nice letter enclosing it. It is a lengthy epistle and full of Erie enthusiasm. In alluding to the pleasure the Kirkpatrick people get out of speaking a good word for the Erie's efficient service, Hetzler believes the old jokes must have drifted out to sea, or some other place, for he notices they are growing more beautifully less, while the Erie continues to make good on its fast freight service.

SUSQUEHANNA BAND DANCES.

The dance given by the Susquehanna Erie Band, Thursday evening, April 3d, was a success from every point of view, artistically and financially.

The concert given by the band, preceding the dance, was up to the standard in every particular and was thoroughly enjoyed by all present, and the people, who attended the dance, report a most enjoyable time.

From a musical standpoint, the band showed fine improvement for the short time in which the members had to rehearse. 125 couples were in attendance. The dance was given for the purpose of raising funds for the purchase of uniforms for the new members, and was heartily supported by the employes and people of Susquehanna.

Following is the personnel of the committee in charge of the dance; General manager, David Scales; assistant general manager, F. J. Dailey; floor committee, Gus King and Matthew Cramer; musical committee, V. H. Sperl, A. Brower and E. A. Woodard; reception committee, Geo. Springstein, Wm. Lambert, Henry Lambert, L. J. Sullivan, L. M. Carden.

"RURAL SUMMER HOMES."

Under the above caption, the Erie Railroad's illustrated book for the information of the public, has made its appearance, and its a dandy; in fact its the best book of its kind that we've seen for the year 1913.

The book tells all about the exceptional summer vacation country along the Erie, including mountains, valleys, rivers, streams, trout brooks, where health-giving breezes invigorate the sojourner and all outdoor pleasures and sports are at his disposal.

And the pictures are exquisite and faithfully illustrate the summer region of which the Erie makes such proud boast. They were reproduced from original photographs taken specially by Mr. James E. Bailey, official photographer of the company, Meadville, Pa., for this work, and are faithful to Dame Nature, herself.

Let every employe of the Erie say to the friend who asks for a summer vacation spot: "Get 'Rural Homes,' look up a place and take the first train." A detailed list of hotels and boarding houses is included.

We all admire a man who does good things, unless we happen to be one of the good things.

Perhaps after all it is better to wear yourself out than to rust.

"ALECK" LARKIN RETIRED.

Another old engineer has quit the cab for all time. He is none other than Alexander Larkin, a veteran of the Mahoning Division and the runner of a "red spot" engine, which bears his honored name.

Aleck was called the senior member of the Erie engineers guild and as such he had the esteem of the boys that wear the overalls and guide the trains over the rails safely. He reached the age limit on January 7th, last, but held on until the official notification came and then he gave up reluctantly.

This dear old fellow retires from active service respected by his fellow Erie employes and the public alike. During his long and faithful service he had but one accident and that was one year ago, when he ran into an automobile, but was later exonerated. He is an abstemeous man, his only indulgence being an occasional cigar and he is, likewise, a consistent christian.

It was a sad day for Aleck Larkin when he completed his final run into Cleveland and bade a last farewell to the good engine that had stood by him so many trips and brought him in on time. He has the consolation, however, of knowing that he gave the company the best that was in him and was rewarded by having his name printed on the cab of his engine-the highest honor the Erie Railroad awards its faithful engineers.

FOR YOU, MR. HAUSER.

In last month's issue appeared a story of Mr. W. Hauser, stock-keeper in the paint department of the Buffalo Car Shops.

In telling the story of his gay and festive life, it made a tender reference to his high standing as a bowler; also that he was on edge and would bowl any man on the Erie for keeps, glory, or just for fun.

This challenge sems to have agitated the Cincinnati element, for on April 17th there came to the editorial sanctum of this Magazine the following shout:

Cincinnati, Ohio, April 15, 1913.
Editor Erie Employes' Magazine,
New York, N. Y.
Dear Sir:—

Note in the "Erie" for April that Mr. Hauser, of the Buffalo car shop, expresses his willingness to meet any bowler on the Erie System.

We have a star bowler in this office who is very anxious to meet Mr. Hauser, any time, any place and on his own terms.

Will appreciate your efforts to arrange a meeting of these gentlemen before the close of the bowling season.

With best regards from the Cincinnati office.

Respectfully yours,
(Signed) A. J. Orth,
His Manager.

The letter of Mr. Orth appears to bear the imprint of genuine sportsmanship. His man doesn't care when, where or what terms are offered for a contest, which shows that the general agent at Cincinnati has men of calibre and courage about him.

The only thing to do, now that Buffalo has thrown down the gauntlet, is for Shop Superintendent Trautman to bring his man into the limelight and make good, or, well, you all know what.

R. R. MEN'S IMP. SOCIETY.

At the regular meeting held Thursday evening, April 10th, the members were addressed by Mr. David Bosman, vice-president and secretary of the Erie Railroad Company, on "Railroad Securities." This lecture was thoroughly enjoyed by the large attendance present.

On Thursday evening, April 17th, the members of the Society were given a demonstration of the "Hollerith Machines" by Mr. A. J. Moran, assistant auditor of freight accounts, and his staff.

The closing dinner of the season will be given Thursday evening, May 22d, and the Entertainment Committee is now completing final arrangements.

The Society is ending its most prosperous year, and the lectures have been very interesting and instructive to members. Election of officers for the ensuing year will take place at the meeting on Thursday evening, May 8th, and Chairman L. V. R. Clum, on behalf of the Society, requests all members to attend.

HE SAID IT FIRST.

Columbus was busy pacing the quarterdeck. The crew was almost ready to mutiny; the water was getting very bad, and the food supplies were nearly exhausted. The first mate approached the great discoverer and in pleading tones said:

"Come, Chris, what's the use bein' so blame stubborn? Let's turn back. There's no sense in keepin' on."

"Nope," Columbus firmly replied. "I refuse to give up. I should feel ashamed to go to Europe without seeing America first.—Chicago Record-Herald.

A MATRIMONIAL EPISODE.

In a Pullman car they met,
(To his ultimate regret),
She was winsome and her beauty high did rank;
To a tete-a-tete assenting,
Their attachment thus augmenting,
Brought about the fact her father owned a bank.

He was promptly interested,
And, with subtlety, suggested
That his fiancee she soon consent to be;
She was going to the station
Which was, too, his destination,
Ere reaching which, the maiden did agree.

To a parson he did take her,
Who his bride did promptly make her—
He was thinking of affluence she would bring—
The resources he possessed
Were beneath what he professed;
From her father he could riches doubtless wring.
With their honeymoon completed,
To her home town they retreated;
Then the bride discovered she had wed a grafter;
For her father's bank was sand,
Which her husband could not "land,"
And he took the train to Reno three days after!

F. M. Walling, Meadville Shops.

WAS VALID IN 1870.

There is practically no end to the curiosities that come to light from time to time in connection with the Erie Railroad, and it is always a pleasure to those allied with the Company, especially those whose service is of long term, to read stories about them and see them occasionally illustrated.

The souvenir referred to here is a first class ticket reading between Meadville and Franklin Mills. It was issued August 9th, 1870, which is so stated on the reverse side, the ticket office stamp bearing that date.

A suggestion of past methods of railroading is given at the bottom of ticket in the injunction, "Not good unless dated."

This relic of the old Atlantic & Great Western Railroad, now part of the Erie Railroad, belongs to Mr. S. E. Ferguson, superintendent of the Meadville Division.

From Correspondents Along the Line

JERSEY CITY SHOP.

Col. E. Arlington of the Pipe Shop is some wrestler. He defeated J. Ryan of the storeroom in two straight falls, three and seven minutes, respectively. He is open to meet any 135-lb. boy along the Erie. Address all challenges to his manager and trainer, Mr. K. Roughgarden, pipe fitter, Jersey City Shop.

Roy Melvin resigned his position as tool room foreman to go into the hotel business. He located at the Paterson Plank Road and Hackensack River. Jas. Cancalosi is his partner. The boys from the shop intend to hold an outing at his place in the near future.

Luther Burbank has nothing on "Billy" Terhune, when it comes to raising egg plants. He claims to have grown and picked them on his little garden patch as big as watermelons.

"Deacon" Doremus is with us once more after an absence of several months in Philadelphia. The boys are glad to see him back on the job.

Oscar Ranges is busy polishing and rigging up his fishing tackle. Somebody told Oscar there was another trout in Ed. Banta's Well.

The baseball team composed of men from the North Side Shop, and called the "FADE-A-WAYS," managed by Abe Shrier, captained by A. Sorrentino, has all its dates filled for the season.

Chas. Willard is now doing parlor duty Wednesday and Sunday evenings.

Landlord De Halle and his side partner, "Al." Mason, intend visiting Niagara Falls this summer.

Joe Cairns is a busy man these days. He has been appointed chairman of the Arrangement Committee for the picnic of the "Don't Worry Club," which will be held Flag Day, Saturday, June 14, 1913. His able assistants are J. Snyder, H. Young, R. Zeph, W. Hakemeyer, O. Ranges, C. J. Readdon and H. Schofield.

Just to show how unscrupulous some dealers are, Mr. C. S. Bensen recently had occasion to buy a small piece of mahogany wood. Upon taking it home and boring some holes in it for screws, white chips came out instead of reddish ones. Examining same closer, he discovered it was a piece of white pine stained. Since then C. S. carries a gimlet. His shop mates say, "Bore, brother, bore."

John Synder invested some of his capital in a center-punch.

Sam Zamora, foreman of the Fitting Shop, found his eyesight failing, so Dick Woods cut a window in the wall alongside his desk. Now Sam can see Tom Clynes coming and beat it.

DINING CAR DEPARTMENT.

H. C. Boardman, supt. dining cars and restaurants of the D., L. & W. R. R., and G. E. Cooledge, supt. din-

ing cars and restaurants of the Lehigh Valley Railroad, were among the visitors at the Commissary during the past month.

Our pretty stenographer, Miss C. Desmond, contemplates spending her vacation this summer at Bergen Point.

"Old Pop Baldy" Cody has returned to the 968, running between Huntington, Ind., and Chicago, Ill. "Pop" is looking fine and dandy, and holds his age well. The old gentleman has the best wishes of all.

It is very common to hear folks complimenting R. H. Frazier for the good work he performs. "Bob" is truthful when he says: "No grass grows under my feet."

Ray O. Favreau, who is known as the "Dirty Linen Man," is still making good in that profession.

Messrs. Riker and Whitney are no longer connected with the Dining Car Dept.

Mr. A. J. Chase was employed on March 1st in the capacity of clerk-steward. When not on the line, Mr. Chase holds down the abstract job.

Mr. J. Smith, who was formerly with the Pullman Co., was employed on April 1st as general clerk.

OUT BRADFORD WAY.

Daniel Gorman, a conductor on the Bradford Division, deserves much credit for the service which he has rendered the Erie. Mr. Gorman was called for duty early one morning and in locating his caboose, discovered another one to be on fire. After sending in an alarm, he attempted to save as much property as possible. In doing so, he sustained a fractured foot, which caused him to be out of service two weeks.

Frederick Wickwire, who has been ill for several weeks with scarlet fever, is among us again.

H. E. Tice, storekeeper at Bradford, was in attendance at the storekeepers' meeting in New York.

Fredrick Glatz, for many years employed as truckman at the freight house, has been appointed car inspector at the B. & O. interchange at Mt. Jewett.

During the recent flood, by which many railroads were affected, two of the Pennsylvania Pullman trains ran over the Bradford Division. On April 15th a special train ran from Bradford to Alton and return.

Daniel Williard, president of the Baltimore & Ohio R. R., recently passed over the Bradford Division, en route to Baltimore, in a special train. The train consisted of four private cars and a rider.

On Tuesday, April 22d, when the conductor said, "All aboard for New York," Clarence Ledden and his bride, formerly Miss Veara Long, stepped gently on the train for the metropolis, to spend their honeymoon. Mr. and Mrs. Ledden have the best wishes of many friends. Mr. Ledden is employed as night foreman of the Bradford Shops.

DELAWARE DIVISION.

The Y. M. C. A. at Susquehanna has again broken its record for the number of times its beds were used during an entire month. During the month of March the beds were used a total of 1858 times, an average of 60 times per day. With fifty beds in the dormitories, this is considered a pretty nice record by Secretary Epes.

The Bristol steel fishing rod mentioned in the last issue of the Magazine, was put in service April 16th by its owner, Mr. Canfield of the Division office force, who succeeded in removing ten good specimens from the surrounding streams. It might be mentioned that Mr. Stephen Jennings also spent a profitable day in and around the Jefferson Division, his total coming a little above the mark set by Mr. Canfield.

The automatic signals are now in service between Susquehanna and Lordville and Callicoon and Port Jervis. A month at the most should witness their completion.

Among those present at the Knights of Columbus meeting held in Binghamton Sunday, April 27th, were Mr. Thos. Crowley and Mr. Joseph Lyons, both well-known Erie employes. The manner and dignity with which they carried themselves in the afternoon parade would have brought joy to all their Erie friends who know them.

The first annual ball of the Susquehanna Erie Band, photo and description of which organization was published in last month's issue of the Magazine, was held April 3rd in the Hogan Opera House at Susquehanna. A large number were present, making the affair the most enjoyable of its kind of the season.

From the financial side it was also a big success and those present are now clamoring for a repetition of the

first. It has been suggested that the Band give a series of popular priced dances and this is now under consideration of the managers of the band. It might be added that one of the prettiest spectacles of the evening was the big Erie trade-mark made of varicolored electric lights.

NEW YORK DIVISION.

The "Don't Worry Club," one of the most popular organizations connected with the Erie, is planning for its seventh annual picnic and dance, to be held on Flag Day, June 14th, at Pohlman's Pavilion, Ogden Ave., Jersey City Heights. It is needless to say that a good time will be enjoyed by all those who attend, as the committee in charge intends to make this the most elaborate and pleasing picnic ever held by this organization. Admission will be 25 cents; come and bring a friend. The committee in charge consists of Messrs. Rangers, Hackmeyer, Schofield, Reardon, Zeph, Snyder and Young. Any applications for membership in the "Don't Worry Club" may be sent to either Mr. F. W. Swan, station master, Jersey City, or Mr. H. E. Young, collector, care trainmaster, Jersey City.

G. Stratton, formerly pumper at Campbell Hall, N. Y., passed away at his home in Tompkinsville, N. Y., at 7 A. M. April 19th. Mr. Stratton has been a faithful employe of the Erie for a good many years.

Angelo Ferrara, mason foreman, who, on January 4th, obtained a 90-day leave of absence, sailed for his native land, Italy, to visit his parents. While there he was lucky enough to find his "ideal," and after spending nineteen days on the high seas, landed safely with his bride on April 17th. The boys are complimenting Angelo on his choice of such a charming and pretty young lady and extend to him their best wishes for a bright and prosperous future.

The many friends of Melvin Babcock, maintainer at Greycourt, will be grieved to hear of his death.

The boys of the superintendent's office are wondering when "W. A. S." will be married. It is understood that it will be in the near future, as he expects to accept a responsible position in a signal gang. "Tony" Bowman, who now holds a position in the superintendent's office, will relieve "Bill" of the position of storekeeper at Paterson.

It will be remembered that in the last issue of the magazine it was announced that a drawing for a $5.00 gold piece would be held under the auspices of the Erie Signalmen's Association. The members desire to express their thanks for the help in making the affair a success. The sum of $104 was realized, and needless to say, will do much toward the uplift of so worthy an Association. The gold piece was won by Mr. J. J. Bridges, asst. chief clerk in the supt.'s office, holding ticket number 2164. The drawing of the lucky number was made by Miss May Currey, a popular and charming young lady of Paterson, who was attending a social at St. Boniface Hall of the same city. Mr. Bridges was very much pleased at hearing of his success in winning the gold piece and on being informed that the lucky number was drawn by a young lady, he immediately became very anxious to meet Miss Currey, in order that he might present her with a box of Huyler's best. A "smoker" will be enjoyed by the members on Thursday, May 1st, at Harmony Hall, and a grand time is assured to all who attend. The Committee in charge, headed by Mrs. Cooper's son "Marty," have secured the best of talent, as well as plenty to eat, and the best of cigars and cigarettes. The others of the Committee are W. Colburn, M. McGinnis and B. O'Rourke.

William A. Allen, formerly a popular employe of the New York Division office at Jersey City, was married on April 1st at St. Joseph's Church, Paterson, to Miss Jeannette B. Harrison. Thos. F. Hand, a former employe, was best man. Mr. Allen is now private secretary to the vice-president of the Bankers' Trust Company of New York City. A number of valuable presents was received by the newly wedded couple, and they left for a two weeks' honeymoon in Bermuda, with the best wishes of their friends. They will reside in Flatbush, Brooklyn, upon their return.

John Dynley Prince, Jr., son of former Acting Governor of New Jersey John D. Prince, was married to Miss Marian de Forest Cannon at St. Thomas Church in New York City on Wednesday, April 16. Mr. Prince was for some time a member of the New York Division office force. A large number of guests was present at the wedding and congratulations were showered upon the young bride and groom.

BUFFALO MACHINE SHOP.

Henry Loedel has been appointed asst. foreman, Buffalo Machine Shop Fire Brigade. Mr. Sieg has also been appointed a member of the Fire Brigade.

Theo. Klein, acting storekeeper at Buffalo Machine Shop, attended a meeting held by all storekeepers at New York City, April 22, 1913.

Wm. Leid, supervisor of locomotive operation; J. Lang, road foreman of engines, and Fred Piske, clerk, attended the meeting of road foremen of engines and supervisors of locomotive operation, held at Meadville, Pa., April 14 to 17 incl.

George Mahoney has served his apprenticeship and is now a full-fledged machinist. Keep up the good work, George.

J. Downey, engineer, took a couple of days off for the purpose of viewing the Inauguration Parade at Washington, D. C. John reports having a most enjoyable time, but says there's no place like home.

It is with much regret that we announce the death of Mrs. Reinhardt, mother of Erecting Shop Foreman Charles Reinhardt, which occurred March 28, 1913. A suitable floral piece was sent to her late home by Mr. Reinhardt's fellowworkmen in sympathy during his sad bereavement. Mr. Reinhardt takes this opportunity of extending his sincere appreciation, and thanks all his friends and fellow workmen for the beautiful floral piece, which they sent to her late home, and requested that this announcement be made in the next issue of the Erie R. R. Employes' Magazine.

George Dittman, who worked at this shop for many years in the capacity of machinist, recently retired of his own accord. All of the boys wish him happiness and the best of success.

You, no doubt, have heard the old tune, "Everybody's Doin' It." Well, that's what a great many of us were doing. What? Walking, of course, during the strike of the International Street Railway Conductors and Motormen. At this time we are unable to estimate the number of people in Buffalo who learned how to walk. Even some are walking now for exercise and others for—Why should we worry!

Our motto is: "Safety First."

A Thin Watch For Railroad Men

THE *B. W. Raymond* is a slim, trim timekeeper that meets the present day demand for a practical thin railroad watch. Its slender gracefulness pleases the eye, while its inner mechanism has greater clearance than is usually found in a railroad watch.



Its timekeeping character is beyond question—the Elgin watchmakers guarantee it—watch inspectors endorse it. The *B. W. Raymond* is, and has been through many years, the trusted, faithful friend of thouands of railroad men. It began railroading in 1867 and wears nine service stripes. It will retire from service when correct time is no longer needed in railroading.

It has a dial—No. 49—you can see in the dark. Its extra hand tells you when to wind—a big help because regular winding makes regular timekeeping. It is a fine, handsome timekeeper, any way you look at it. You will find a many-sided satfaction in owning it. You will be proud of it. You will never have to allow a "watch-may-not-be-right" margin.

Sold by All Jewelers for

$44.00 in a 25-year Case
$42.00 in a 20-year Case

ELGIN NATIONAL WATCH COMPANY
10 South Wabash Avenue
CHICAGO - ILLINOIS

ELGIN NATIONAL WATCH CO.
10 South Wabash Ave., Chicago

Enclosed find 50 cents for combination Billfold, Cardcase and Timebook.

Name _____

Address _____

_____

E. M. 5

BUFFALO CAR SHOP.

It is with extreme regret that we have to announce the death of a valued and experienced employe of the Erie Railroad, Mr. James Downey. He departed this life on Mar. 16th for that beautiful land from which no travelers return. Mr. Downey was a very studious and energetic man who had the respect and admiration of all who knew him. He held the very responsible position of car and air brake inspector, and his loss will be felt greatly by his employer and all his friends. The Erie Car Shop force extend their sympathy to his bereaved relatives and friends. Mr. James Downey was related to Dr. Downey, Erie Co. surgeon, and to Mr. Anthony Downey, who is employed at the casting shed at Buffalo Car Shop.

Private car No. 995 has left our shop and gone into service.

Mr. W. T. Duffin, foreman Passenger Car Department, and Mr. F. L. Duffin, foreman electricians, have returned from their visit to St. Louis, Mo., returning home through some parts of the flooded districts, but getting back to their home town safely, although with considerable experience in aquatic travel, having traveled a considerable distance with water up to the coach steps.

Floyd Gurney, M. C. B. clerk, met with a very painful accident on April 6th, being thrown from his motorcycle, injuring himself very severely. Mr. Gurney is at present in the hospital, with an even chance for recovery. We all sincerely hope to see him around again. Mr. Gurney is clerk at the M. C. B. desk and is generally liked by all who know him.

F. Dayton has been appointed telegraph operator at Buffalo Car Shop in place of C. Woolley, who has gone to Los Angeles, Cal., for a visit.

R. Clark has been appointed clerk at the material desk.

Quite a few of our clerks were at the Teck last week to see the musical comedy, "The Red Petticoat." Perhaps the name drew them there; anyway, they were well to the front. Oh you Jake and Tommy.

Drum Major Schwab has had some more photos taken.

Walter Gaston, P. W. C. at Buffalo Car Shop, received a very agreeable surprise on the morning of the 15th of April, in the shape of a bouncing baby boy, weight eleven pounds. The way Walter acted, you would think he owned the earth and some of the fence, but we all congratulate him, as he is a fine fellow and he will make a fine father, or I lose my guess. Walter passed the cigars around. I heard Walter singing, "A squawk and a yell and a hank of hair, there's more to come, so I don't care." Best wishes for Father, Mother and Child.

Howard Duffin, Jakey Oehler and Hall Futch, got struck on the Soger boys during the street car strike, and they have all joined the 65th Regiment.

Otto Truhn is rounding up the fire team and keeping it in practice.

Nicholas Schlidt has bought a new home away out Genesee Street, and it kept "Nick" busy during the street car strike getting to work in the morning and back again in the evening. Something like five miles each way.

Arthur Boutet, F. L. Duffin and W. F. Chapman, electricians, were the guests of Mr. Boutet last Sunday in an automobile trip to St. Catherine's, Canada, Mr. Boutet's old home. A pleasant journey and safe arrival home at 2 A. M.

MEADVILLE SHOPS.

The foremen of engines and supervisor of locomotive operation, held a four days' session, adjourning to meet the general manager on his annual inspection tour. The conference was one of the most interesting and instructive ever held. The division freight agents held their monthly session in the City Building, and it was largely attended.

The shops resumed operation on the 7th inst., after a shutdown of ten days, owing to high water and repairs to the shop engine. The shop floors were covered with 22 inches of water during the flood. Everything is in good order, but few traces remaining of the overflow. Passenger and freight traffic was at a standstill for 72 hours.

Much sympathy is felt and expressed for Mr. Martin Ruppler, foremen of laborers, in his bereavement over the loss by death of an only son, George, who died at Greenville, Pa., where he held a responsible position in the Bessemer Railroad Shops. He was an exemplary young man, liked by everyone he came in contact with. Through the courtesy of T. J. Cole, master mechanic, a number of the men from the Meadville Shops attended the funeral. The Bessemer Shops were closed, and the large attendance at services at-

tested the worth of the young man and the high esteem in which he was held. He is survived by a widow.

George Wheeler, while on his way home from the shops, was struck by the engine of train eleven, hurled to the ground, and only escaped death by a few inches. He sustained a broken arm, fractured ribs and badly bruised body.

James Smith, machine foreman, spent several days at Galion, O., visiting friends. He returned on the 9th inst.

John A. Urick, who has been clerking in the superintendent's office, has been transferred as clerk in the chief of police's office at Youngstown, O.

Robert Offentranger, formerly messenger in the general foreman's office, is back again, and is now holding down the position of stenographer and typist, lately held by E. Lord, who has taken up his residence at Los Angeles, Cal.

Paul Bittler, gang foreman, has been called to Los Angeles, Cal., on account of his father's illness, and is sending his friends some fine works of art, in the shape of post cards.

Freight and passenger traffic is feeling the effects of the floods west and southwest.

The waiting rooms in the passenger station have been renovated and the sanitary condition has been very much improved, as fine weather is approaching waiting for trains on the outside will be more agreeable.

CLEVELAND CLOUTS.

After a few months of severe sickness and an operation for appendicitis, we have back with us well and hearty, Wm. Hooper, the boilermaker, who is as welcome as the flowers of May, with all of his old associates, and all wish him good luck after a long and tedious vacation.

Frank Ravenna, assistant foreman in the Erecting Shop, made a flying visit to Chicago for a few days, and visited friends and relatives. He was well pleased with the sights and scenes in that windy city.

T. Milk, transferred from piecework checker to lumber inspector.

C. Rhodes was appointed piecework checker to fill the vacancy.

B. J. S. Molin, clerk, transferred to the mechanical department's office. F. Honolik takes his place. H. Palmer fills the vacancy made by F. Honolik.

R. C. Carlson, S. K. at Cleveland, and J. H. Sweeney, S. K., at Brier Hill, attended the staff meeting in New York and report having a very good time.

B. Rubin, timekeeper, was off duty a few days on account of sickness.

FROM GALION, OHIO.

The Erie shops were forced to close down on the afternoon of March 24, due to high water which covered the floor of some departments to the depth of one foot. No damage was done to machinery and the shop was ready for running in a few days.

The death of Henry A. House, well-known Galion citizen and until a comparatively short time ago a conductor on the Erie Railroad, occurred at his home on April 5. He had been in delicate health for several months with heart trouble. Deceased was born in Cleveland Sept. 2, 1861. He was educated in the Cleveland public schools, and when twenty years of age located in Galion, and soon thereafter secured employment with the Erie Railroad as brakeman, was later promoted to conductor and held that position for many years. Recently he resigned his railroad position and took employment with the Galion Metallic Grave Vault Company. He was a member of the Presbyterian Church and of Crawford Division, Order of Railway Conductors. His widow is the only surviving relative.

Relatives and friends to the number of thirty-five, participated in a farewell surprise party given Mr. and Mrs. J. J. Sargel, at their home west of the city on a recent date. On behalf of those present, Mrs. Elizabeth Kuhn, in an appropriate address, presented Mr. and Mrs. Sargel with a number of appreciated gifts, including a purse. A two-course lunch was served. Mr. and Mrs. Sargel will soon move to their new home south of Galion on a desirable tract of farmland. Mr. Sargel has been an employe of the Erie shops for some years, and at the time of his departure was a fitting foreman of the carpenter shop.

On April fourth, at Toronto, Canada, occurred the death of Col. J. W. Holmes, at one time one of the Erie's most valued employes in this city. Mr. Holmes, following service in the Civil War, entered the employ of the A. G. W. at Kent, but on September of the same year was promoted to the position of foreman of car repairs at Galion. This position he held for a

number of years. Eventually he resigned to take up similar work elsewhere. Mr. Holmes was the oldest pastmaster of the Masons in this city and in Ohio. Burial was made in Galion.

Meyer Klein has taken a clerical position in the offices of the master mechanic.

STROUDSBURG, PA.

W. F. Brown has resigned his clerkship in the office of the storekeeper, and has gone with the Elkhorn Tannery Co., at East Stroudsburg, Pa., as bookkeeper. His successor here is Miss H. M. Randall of Phillipsburg, N. J.

I. Walter Edinger, having tired of indoor activity, and being lured by the "Siren" of nature, has decided to stay in Cherry Valley, the prettiest spot in the world—God's own Eden—to till the soil, sell unwatered milk at the highest market price, and raise pure-blooded fowls that lay fresh eggs every day, including Sundays. "Walt's" specialty will be pumpkins—those nice big yellow kind that are used for jack-o-lanterns on hallow'en night. Would suggest that the business manager of this magazine, Bill "Walt," at the regular rates, for this ad.: of course, he could trade it out in turnips, carrots and pumpkins.

Machinist "Arty" Stackhouse is married; can't blame him, for it runs in his family; his father is married, his mother is married and his brother is married, so there was no reason why "Arty" shouldn't be married; well, he is all right, and a handsome bride he has, too. The happy event took place on Wednesday afternoon, April 23, 1913, at the home of the bride on Wallace Street, this city. The Rev. Dr. Johnson of the Methodist Episcopal Church made him and Miss Beulah Edinger Shiffer one. The bride is the only daughter of Mr. Wesley Shiffer, a member of the firm of contractors, Shiffer Bros. They spent a very happy honeymoon at Washington, D. C., witnessing the new surgeon, Dr. Democratic Party, endeavoring and trying to eradicate from the body politic, that tumorous growth—"high cost of living"—by cutting off the limbs of our national prosperity—the tariff.

Harry Eugene West succeeds I. Walter Edinger as clerk in the Mechanical Department. As yet Harry has not developed any of the tendencies that might lead him to become a



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And you can get a copy of the Insurance Certificate by writing us. Write for it today——

It may save you the cost of a new watch at some date.

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South Bend **Indiana**

ladies' man, and now, since he spends his days in such close proximity to "Arty" Bowlby and Fred Henry, he is not likely to.

The boys on this end are pleased to see Supt. M. E. Johns looking so well, since he has returned from his leave of absence.

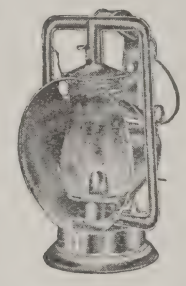
M. J. Burns has recently become a notary public. He will handle the company's business which heretofore has been handled by Attorneys Melvin and Jack. To gain experience Mr. Burns offers a special discount on marriage fees. There is no doubt but what he will be kept busy, as several of our young men are contemplating marriage.

N. Y., S. & W. DIVISION.

On April 3d, the Maintenance of Way Staff meeting of the N. Y., S. & W. R. R., from Jersey City to Stroudsburg, was held at Heptosophs Hall, Paterson, N. J. Following were present: Mr. G. B. Owen, engineer maint. of way.; Mr. M. E. Johns, superintendent; Mr. A. B. Caldwell, division engineer; Mr. J. J. Keggan, master carpenter; Mr. C. W. Thompson, signal foreman; Mr. E. J. Dotter, supervisor crossing watchmen; Mr. Turney Kimble, bridge inspector; supervisors, D. F. Corcoran, T. W. Whitney and Thos. Beam; also A. Z. Haskins, maint. of way accountant. Following foremen were present: P. Heffron, W. Heffron, M. Heffron, J. Kiernan, M. J. Creegan, C. Grimaldi, J. Deloesseo, C. Warry, Thos. Marino, Morris Anderson, J. W. Montanye, Wm. Davenport, Claude Du Bois, A. J. Davenport, J. Lynch, D. Tiadaback, W. Kinney, C. Cooper, C. Predmore, Jacques Belet, Peter Davenport, Robert Roof, Samuel Garris, Thos. Hawkins, George Johnson, W. M. Gouger, Floyd Kitchen and David Smith. Mr. Owen, engineer maintenance of way, instructed the foremen in the various matters pertaining to his department. His addresses at these meetings are greatly appreciated by all who attend.

Rod. Vorhees, who is employed in the carpenter gang, is the proud father of a pair of twins. This news was such a great shock to Foreman Carpenter David Vermuelen, that he forgot to threaten to quit for at least two days. We wish the boys would be more careful and not jar our old friend "Dave's" nerves so in the future.

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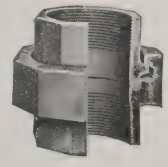
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ANCONAS and Black Leghorns, $1.25 per 13 eggs from prize stock. Henry T. Evans, Blassbury, Pa.

BARRED ROCKS and Silver Laced Wyandottes. Eggs for hatching, 75 cts. per 13. J. E. McMunn, Clerk, Greycourt, N. Y.

EGGS for Hatching; extra fine stock. Five cents each for the following breeds: White and Brown Leghorns, Rocks and R. I. Reds. Otis T. Gregory, Passenger Dept., 50 Church St., New York.

EGGS for Hatching from my Choice Pen Pittsfield Plymouth Rocks; noted for their heavy laying. Limited number settings at $1.50. G. W. Pulis, Agent, Caldwell, N. J.

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EGGS from Kellerstrass Crystal White Orpingtons, low down, red eyed, shapey, vigorous birds; every bird in these pens trapnested, settings, $1.50. Also grand matting of silver laced Wyandottes, slide open lacing, settings, $1.50. B. Rubin, 2561 E. 50th St., Cleveland, O.

EGGS from choice matings, half price for balance of this season. Columbian Plymouth Rocks, America's best utility fowl, $1.50 per 15. White Indian Runner Ducks, white egg strain, eggs, $1.50 per 13. C. R. Deardorff, North Judson, Ind.

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FOR SALE—Edison Home Phonograph, 200 two minute records, 31 inch brass horn, with large bell, oak record cabinet (holding 175 records), all in good condition; $118 value for $45. Address, H. A. Staub, 349 Franklin Ave., Kent, Ohio.

FOR SALE—Motor car, complete except engine, car in good condition, and a bargain for quick buyer. O. C. Schlientz, operator, Caledonia, Ohio.

FOR SALE—Single Comb Rhode Island Red Eggs for hatching, $2 per 15. Degraff strain. W. M. Burrus, 520 N. Lincoln Ave., Scranton, Pa.

FOR SALE—Thirty full-blooded white leghorn hens (yearlings); just the thing for breeders; also thirty nice cockerels for sale, cheap. M. J. Lynch, Operator, Caledonia, N. Y.

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FOR SALE—Ray No. 1 4x5 Camera, with Umium Shutter, Rapid Rectilinear Lens, together with one plate holder on one film pack adapter. Price $10. Address, T. R. Gilkey, Erie Ticket Office, Youngstown, O.

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FOR SALE—Belgium hares, rabbits, red and white, gray and white. Prices reasonable. Write to H. Goodwin, 565 E. 18th St., Paterson, N. J.

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FOR SALE—Black Langshang Eggs for hatching, $2.00 per 15. Prize Winner. G. W. Burns, 376 Grove Ave., Galion, Ohio.

FOR SALE—Edison Kinetoscope complete; adjustable stand, 16 ft. screen and supports; Edison production—Passion Play, 3 reels, 2 extra reels, special lecture, 12 slides —Holy City. Outfit packs in 34 in. Taylor trunk included. Used less than month. Address G. D. Sheasley, Meadville, Pa.

SINGLE COMB Brown Leghorn Eggs for Hatching, Shoemaker or Shaller strain, $2 per 15. Fertility guaranteed. G. W. Tamplin, R. D. 57, Sharon, Pa.

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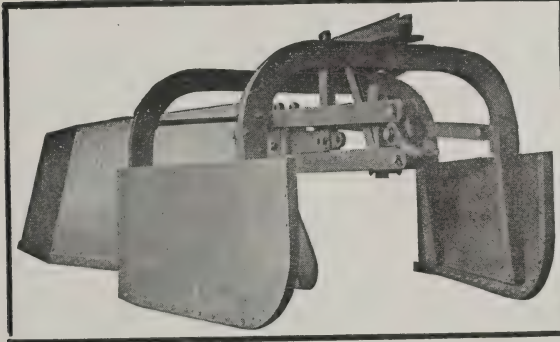
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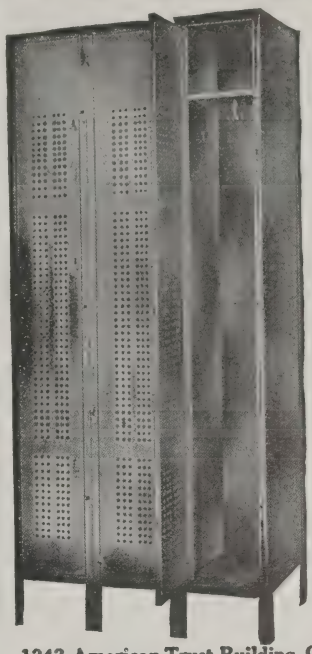
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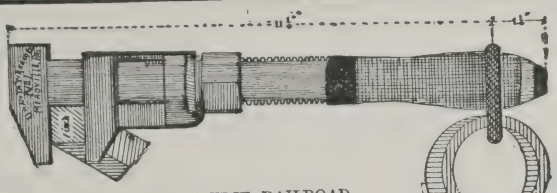
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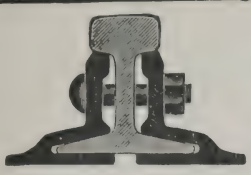
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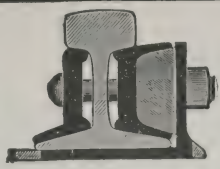
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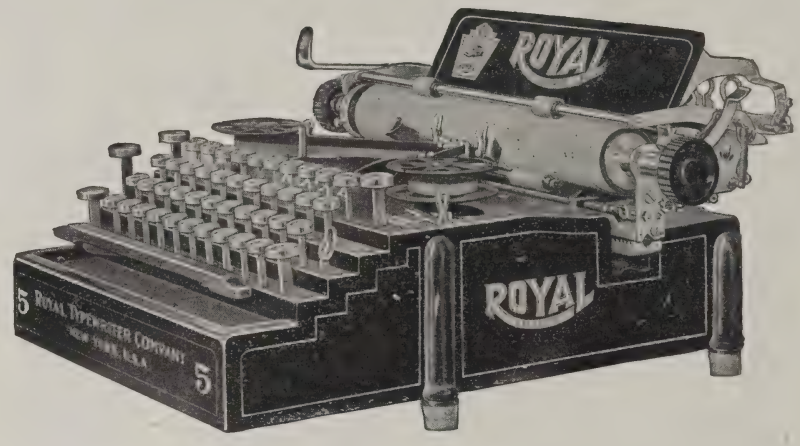
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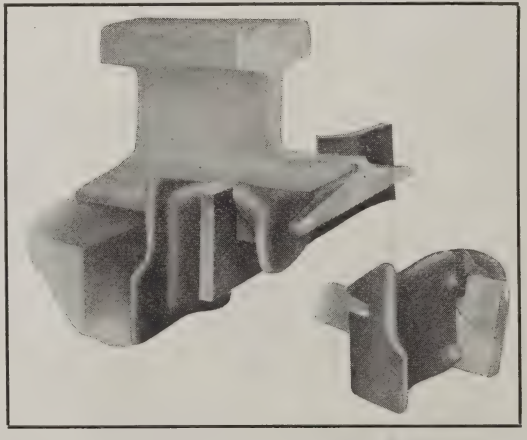
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THE ERIE RAILROAD EMPLOYES' MAGAZINE

Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 50 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 9. JUNE, 1913. No. 4.



H. S. ELLIOT.

H. S. ELLIOT, DIV. ENGINEER.

Following is a biographical sketch of Mr. Elliot, whose picture appears on the page preceding:

Born on a farm in the vicinity of Albany, N. Y., on July 26th, 1879. Was educated at Albany Academy and Rensselaer Polytechnic Institute and graduated in 1900. Began service on Erie Railroad on January 28th, 1901, as rodman at Hornell, N. Y., Allegheny Division. George W. Dowe was superintendent.

Mr. Elliot says: "I called at his office on my arrival and I imagine he was a little busy, but he had sufficient energy to take me about off my feet with his general "What do you want?" If I had been near a door, I am afraid my services with the Erie would of have terminated before they really began.

"E. I. Bowen was roadmaster. Feb. 1, 1902, I was appointed assistant engineer and on July 1, 1905, supervisor, and assistant master carpenter of Bradford Division, supervisor N. Y., S. & W. R. R., August, 1907; general foreman construction, Pennsylvania Coal Company operation at Shohola, Oct., 1908; assistant engineer Dunmore, January, 1909; assistant engineer, Susquehanna, Feb., 1909; assistant supervisor of terminals, Jersey City, March, 1909; assistant engineer N. Y., S. & W. Division, April 1, 1910; assistant engineer, office engineer maintenance of way, Lines East, April 1, 1911; division engineer, Susquehanna Division, December 1st, 1911, to date."

SHOW HIM ERIE COURTESY.

On June 2d, last, Edward Payson Weston, an American-born citizen and champion long-distance pedestrian of the world, started from New York to accomplish a walk of about 1,500 hundred miles, which will terminate at Minneapolis, Minn.

Mr. Weston has chosen the line of the Erie Railroad as the first portion of his long walk, and he will cling to it all the way to Chicago, which he figures to reach on July 9th.

Edward Payson Weston is attempting this feat at the age of 75 and in good health and spirits. He is a type of man who, through being temperate in all things, finds himself at an age when most men wither and are bent, apparently as youthful and energetic as a man of 40. This is something worth the calm reflection of any man, for, as the cereal ad reads, "There's a reason."

Mr. Weston has chosen the Erie route because it is an eminently good and smooth one. The roads are as fine as any in the country and the scenery and air are par excellence.

While en route, Mr. Weston will come in contact with many Erie men. Let the spirit of courtesy that has made fame and friends for the Erie Railroad all over Christendom, make itself manifest when this dear old boy is met, and treat him with the consideration to which his age, his splendid record and his standing as a man, who has done wonders for the uplift and betterment of mankind, entitles him.

President Underwood of the Erie Railroad Company is a strong advocate of the walking habit and walks as often as opportunity offers, because he believes with Edward Payson Weston, that the man who walks is the man who enjoys better health than the man who rides. Mr. Underwood has written Mr. Weston the following felicitous letter to show how much he appreciates the latter's judgment in choosing the picturesque route of the Erie for his long tramp.

Erie Railroad Company.
Office of the President,
May 16, 1913.

Dear Mr. Weston:—

Information comes to me that you have in mind the very laudable plan of walking from New York to Minneapolis, covering the journey from New York to Chicago via the Erie Railroad. It is very gratifying to me to think that you selected the "Old Reliable Erie" for the scene of your efforts, and we shall be glad to do all that we may to make your journey a success, and I wish you much joy in it. Our people have been advised to look out for and after you.

The history of the Erie Railroad is too voluminous to be treated within the bounds of a letter. It is quite sufficient for me to state that it was one of the first projected railroads in the United States and has had its share of vicissitudes; but now, thanks to the confidence of its financial backers, it is coming out onto the solid ground.

With every wish for the successful culmination of your journey and assuring you of our great appreciation of your rare discriminating sense in making the Erie Railroad the scene of your efforts, I am,

Very truly yours,
F. D. Underwood.

Mr. Edward Payson Weston,
care of Albemarle Hotel,
Madison Square, West,
New York.

Mr. Weston is walking to Minneapolis to attend the laying of the corner stone of the Minneapolis Athletic Club's new $400,000 building, which will occur on August 2d. The reception that will be accorded him in that city might be mistaken for that of a hero returning from the conquest of an empire.

AVERAGE CARS PER TRAIN ON ERIE'S MAIN AND LOW-GRADE LINES.

IT MAKES a vast difference to a railroad company, whether its trains are made up of more or less cars on any part of the road.

An engine that might be able to haul a given number of cars over a line containing heavy grades, could haul a greatly increased number on a level, or low-grade line. The condition of grades has and does confront the Erie Railroad, in common with most American railroads, but the Erie has mastered the situation to a large extent on the Lines East, and today is able, with the aid of larger and more powerful engines and two new low-grade lines, to haul a much greater tonnage than during any time in its history. The low-grade lines referred to are the Erie & Jersey, between Highland Mills on the Newburgh Short Cut and Graham on the Main Line, and the Genesee River Railroad, between Hunts on the Buffalo Division and Cuba on the Allegheny Division. These two lines are great big tonnage increasers and mean more to the Company as a freight carrier, than all else on the Lines East.

A brief statement has been compiled to show what these low-grade lines mean to the Erie Railroad in the number of cars hauled, as compared with trains of the Main Line.

Comparative number of cars hauled over New York and Allegheny Divisions, Main Line and Low Grade lines, with H21 engine.

New York Division Erie & Jersey R. R., eastbound train of grain, 64 cars;

New York Division, Main Line, eastbound train of grain, 30 cars;

New York Division, Erie & Jersey R. R., westbound train of empty grain cars, 81 cars;

New York Division, Main Line, westbound train of empty grain cars, 40 cars;

Allegheny Division, Genesee River R. R., eastbound train of grain, 56 cars;

Allegheny Division, Main Line, eastbound train of grain, 36 cars;

Allegheny Division, Genesee River R. R., westbound train of empty grain cars, 82 cars;

Allegheny Division, Main Line, westbound train of empty grain cars, 51 cars;

The average length of cars is 36 feet.

CITIES AND SIGNS.

"Throughout the world in traveling on the railroads, one passes through city after city without knowing even its name," said a fellow traveller to your correspondent the other day. Shortly afterward the train approached another city and the fellow traveler said, "Now we shall see the same old signs—'Cement Dealer,' 'Lumber Dealer,' without the name of the city under the sign."

"I mention what followed to stir up interest among our towns in the West, so that they catch on to a new method of making themselves known to the traveling public."

"We were just passing into the city when my friend ejaculated, "Gosh! They are onto their job." On looking out of the window I read, "Borden's Condensed Milk Co.," and under it, in large letters, "HONESDALE, PA." A local citizen sitting opposite us said, "We were very much pleased with that sign when Borden's rebuilt their large branch plant here. When the painters were around, the agent of the Erie Railroad, Mr. D. H. Maloney, asked Borden's to put "Honesdale" under their name, and they promptly complied. See that new monster plant? That's the Gurney Electric Elevator Company's new works. They are going to put up a large sign. You live in Oregon? Well, your seeing this town en route ought to interest you. It is one of the biggest cut-glass manufacturing centers of the United States, and when you see cut glass on your table tell your Oregon friends you saw the town where that was made."—*Oregon Twinkler.*

SHE WAS EXTRAVAGANT.

In Concord, N. H., they tell of an old chap who made his wife keep a cash account. Each week he would go over it, growling and grumbling. On one such occasion he delivered himself of the following:

"Look here, Sarah; mustard-plasters, 50 cents; three teeth extracted, $2! There's $2.50 in one week spent for your own private pleasure. Do you think I am made of money?



ERIE'S NEWEST TYPE HEAVY PASSENGER ENGINE.

NEW CLASS K-2 ENGINES.

THE very newest thing in large type passenger engines are the Class K-2s, that have recently come upon Erie territory—that is to say, two of them have arrived and are now doing their bit in most satisfactory style on the New York Division. Their numbers are from 2900-2904, inclusive.

Three sister engines will make up the complement of this class, and then the Erie will have Class K-1, Class K-2 and Class K-3 engines, than which there are no better built for fast passenger service.

Beside the engine in the above picture and in the cab, four men are seen. Reading from left to right they are: A. Sutherby, general foreman, in cab; George Merkt, engine inspector; T. J. Cole, master mechanic, and C. M. Mosely, engine dispatcher, all of Meadville Shops, where photograph was taken by J. E. Bailey, official photographer, Erie Railroad.

The new Class K-2 engines are the product of the Lima Locomotive Corporation and are all to be equipped with the following devices for better all-round service: Schmidt super heater, Security brick arch, Baker valve gear, outside steam pipes, screw reverse gear, extended piston rod guides, extended driving boxes of the Cole type, which makes comparatively small bearing pressure on main wheel and obviates removing driving boxes for reboring between shoppings; Chicago flange oilers, which apply heavy asphaltum oil to the flanges of the number 1 driving wheels, thus greatly reducing flange wear on these tires. They have full installation of Tate flexible stay bolts in fire box; bell ahead of smoke-stack.

It may be stated that many of these features are being applied to the large compliment of K-1 engines, as well.

The tenders of the K-2s are equipped with radial buffing device between engine and tender; tenders are equipped with Ryan & Johnson pneumatic coal passer, which makes it unnecessary for the frequent shoveling ahead of coal during the run and makes fireman's work easier. A double vertical top boiler check is used instead of the usual boiler check at each side.

As the three types of passenger engine referred to are the largest and most admirable in use on the Erie Railroad, a comparison of their parts will be of interest to readers.

Principal Dimensions of Various Class "K" Engines.

ITEM	K-1	K-2	K-3
Cylinders	22½" x 26"	27" x 28"	27" x 28"
Diameter of Drivers	74½"	79"	79"
Diameter of Engine Truck Wheels	36½"	36"	36"
Diameter of Trailer Wheels	50½"	50½"	50¼"
Driving Axle Journals	9½" x 12"	11"x21½" & 11"x13"	11"x12" & 10½"x12"
Engine Truck Journals	6½" x12"	6½" x 12"	6½" x 12"
Trailer Truck Journals	8" x 14"	9" x 14"	8" x 14"
Weight on Drivers	149,000 lbs.	175,725 lbs.	172,500 lbs.
Weight on Engine Truck	41,000 "	56,750 "	49,500 "
Weight on Trailer Truck	40,500 "	54,350 "	47,000 "
Total Weight of Engine—Loaded	230,500 "	286,825 "	269,000 "
Total Weight of Tender—Loaded	162,800 "	182,750 "	161,500 "

Total Weight of Tender—Light....	64,000 "	84,200 "	66,800 "
Tot. Wgt. of Eng. & Ten.—Loaded	393,300 "	469,575 "	430,500 "
Capacity of Tender—Coal	16 Tons	14 Tons	14 Tons
Capacity of Tender—Water	8,500 Gals.	8,500 Gals.	8,000 Gals.
Boiler Pressure	200 lbs.	185 lbs.	185 lbs.
Number of Flues.....	32	32	36
Outside Diameter of Flues.....	5½"	5½"	5½"
Number of Tubes.....	190	199	207
Outside Diameter of Tubes.....	2¼"	2¼"	2¼"
Length of Flues and Tubes.....	20' 0"	22' 0"	22' 0"
Length of Firebox Inside.....	9' 0⅛"	9' 6⅛"	9' 6¾"
Width of Firebox Inside.....	6' 3¼"	7' 0"	6' 3¼"
Heating Surface of Firebox.....	193.1 sq. ft.	208 sq. ft.	217 sq. gt.
Heating Surface of Flues.....	917.2 "	1,009 "	1,129 "
Heating Surface of Tubes.....	2,228.0 "	2,566 "	2,671 "
Heating Surace of Arch Tubes.....	30.2 "	30 "	31 "
Total Heating Surface.....	2,368.5 "	3,813 "	4,048 "
Superheating Surface	903.0 "	1,002 "	897 "
Total Equivalent Heating Surface..	4,723.0 "	5,316 "	5,394 "
Grate Area	56.5 "	66 "	59.96 "
Total Tractive Power (85% B. P.).	30,036 lbs.	40,600 lbs.	40,600 lbs.

"ENGLISH AS IT IS SPOKE."

The disastrous floods that caused so much damage and loss of property during the latter part of March, having subsided, we are now hearing occasionally from the scenes of distress. Among other things that have reached the office of Superintendent Moser of the Mahoning Division, was a letter from one who claims to have suffered through the train he rode on being unable to make destination on account of a bridge being out of service.

The letter, which is printed as written, is not intended to hold the writer up to ridicule, but merely to illustrate how difficult it is to comprehend the English language by a person of foreign birth. The name and address of the writer is withheld:

Superintindenet
Gentleman
The day 25th of March 1913 I have started from Youngstown to Clevelland and the train as got up as far Livvittsburg and has returned bac on account of the flod was washed the bridge offo so you know that I have paid $1.35 I'l rimet the ticket wich the condocter give to me now I wish you would return to me the $1.35 becouse that might bee right. "God says give to Ceaser what belong to Cesare this is mine you are give to me I hope you would do what is right "God bless you I am your truly—

50 YEARS AN ERIE COMMUTER.

Alonzo Williams of Ramsay, N. J., who became a commuter on the Erie Railroad in 1863, has finished 50 years as a patron of the road, and at its conclusion has only the highest praise to bestow on the train service and its employes.

The letter printed below, written by Mr. Williams, is particularly gratifying, because, after using the Erie Railroad for half a century, he should be in a position to render an impartial criticism.

This is what Mr. Williams writes:

Ramsey, N. J., May 10, 1913.

Editor of Erie Railroad Employees Magazine.

Dear Sir:—Would say that I commenced commuting from Suffern in May, 1863, and have seen a great many changes in that time among the Commuters and also in the management of the Road.

I think that the Erie is managed finely, as we have no detentions, arriving on time at Jersey City every morning.

I think the Erie has one of the best Presidents of any road in the country.

I can see that she is getting on her feet gradually and will, in time, become among the first in the country.

When I commenced commuting the rate was $83.25 per annum when purchasing a yearly ticket, but if semi-annually the first six months was $53 and the second $40, making $93 per annum, which made a difference of $9.75—a liberal discount for the use of $30.25 for one year.

I have always found the employees kind, courteous and solicitous for the welfare of the traveling public.

I enclose an order issued by the Erie in 1867 in regard to changing commutation tickets, which you can use if you wish and return to me at your earliest convenience. Hoping that the Erie and all connected therewith may enjoy the greatest prosperity, I remain,

Yours truly,
(Signed) Alonzo Williams.

P. O. Box 181.

ANCIENT EPIGRAMS.

To do two things at once is to do neither.

Everyone excels in something in which another fails.

Learn to see in another's calamity the ills which you should avoid.

Powerful, indeed, is the empire habit.

Nothing can be done at once hastily and prudently.

It is only the ignorant who despise education.

You cannot put the same shoe on every foot.

It takes a long time to bring excellence into maturity.

STATE OF MIND.

Address by W. W. Finley, President, Southern Railway Company, at a Dinner Given by the Chamber of Commerce, New Haven, Connecticut, January 23, 1913.

Mr. Toastmaster and Gentlemen:

ONE need not be a student of psychology to appreciate the extent to which human actions are shaped by what may be termed the state of the public mind.

In a recent magazine article the president-elect wrote:

"Don't you know that some man with eloquent tongue, without conscience, who did not care for the Nation, could put this whole country into a flame? Don't you know that this country, from one end to another believes that something is wrong? What an opportunity it would be for some man without conscience to spring up and say: 'This the way. Follow me'—and lead in paths of destruction."

That the president-elect did not unduly emphasize the facility with which the public mind, affected by a widespread belief that conditions were wrong, might be led is shown by the many instances in history in which groups of individuals, and, at times, almost entire nations, have been swept into lines of action that, as individuals, uninfluenced by the spirit of their environment and considering matters rationally, they would have condemned.

Gustave Le Bon, in his book entitled "The Crowd: A Study of the Popular Mind," points out the small part often played by reasoning in influencing public opinion. He says:

"Affirmation, pure and simple, kept free from all reasoning and all proof, is one of the surest means of making an idea enter the minds of crowds. The conciser an affirmation is, the more destitute of every appearance of proof and demonstration, the more weight it carriers. * * * Affirmation, however, has no real influence unless it be constantly repeated, and so far as possible in the same terms. * * * The influence of repetition on crowds is comprehensible when the power is seen which it exercises on the most enlightened minds. This power is due to the fact that the repeated statement is embedded in the long-run in those profound regions of our unconscious selves in which the motives of our actions are forged. At the end of a certain time we have forgotten who is the author of the repeated assertion and we finish by believing it."

M. Le Bon's statement as to the ease with which the popular mind may be acted upon is in striking accord with the quotation which I have made from the president-elect's article. It suggests the wisdom of so grounding public opinion in economic truth respecting the problems of the day that mere affirmation and repetition will not lead to the belief that wrongs exist where they do not.

Among the economic problems of the day as to which public opinion should be well grounded in economic truth, none are more important to the public than those relating to transportation. This is of vital importance because the foundation and up-building of every business is dependent upon transportation, and it is essential to the profitable production of any commodity in excess of the demand at the immediate point of production. Accessibility by those who desire to use it is an important element in the value of every commodity and transportation is essential to the success of every industry. A cotton mill, so located that its raw material could not be shipped in or its product carried to market, would be valueless, while a similar mill with transportation facilities might have great value. Without transportation, as it has been developed in the United States, our present-day civilization would be impossible, and the maintenance and further development of our transportation system are essential to our continued happiness and prosperity as a people.

Our transportation system embraces three kinds of highways—the wagon road, the waterway, and the railway—each having an important function to perform and each supplementing the other. While all are public highways there is the important distinction that, while the wagon road and the waterway are improved and maintained at the public expense, the American railway system has been constructed and is maintained and operated by private capital.

The country highway, as the road over which farm products move in the first stage of their movement to the consumer and over which mer-

chandise is distributed in farm communities, is an important factor in our national life in which residents of cities and towns as well as farmers are interested. Heretofore, in many parts of the United States, these roads have been very poorly built and very inadequately maintained. In later years there has been an awakening to the great economic importance of good roads which has given effective vitality to a nation-wide movement for the improvement of the country highway. Expenditures for road construction and maintenance are largely under local control, and there are no exact statistics for the entire country covering the cost of building and maintaining the country highways. The American Highway Association has collected information, however, on which it is estimated that the total cost of the 190,479 miles of improved country highways of the United States has been $561,604,800, or about one-thirtieth as much as the net investment of private capital in the railways.

The waterways of the United States are a very important part of our general transportation system. Where they can be made economically useful carriers of commerce, independently, or in connection with the other systems of transportation, I believe that they should be improved to the highest state of efficiency for, if they can be made really efficient, they aid in the general development of the community. As with the country highways, the improvement of the waterways is a public charge, and a statement prepared by the Secretary of the Treasury in March, 1912, showed that, up to that time, the total expenditures of the Federal Government on waterways, exclusive of the Panama Canal, had amounted to $627,098,-236.00. In other words, the total expenditures of the Federal Government for the improvement and maintenance of the waterways of the United States from the organization of the government have amounted to about two-thirds as much as the privately-owned railways of the country expend in a single year for the maintenance of their roadway and equipment.

On the Isthmus of Panama the American people are incurring an expenditure of $375,000,000.00 to construct a waterway between the oceans. We shall benefit from the Canal, but it will also be for the benefit of the entire world. We are justly proud of this great work, but, in our self-congratulation on its near completion, may we not turn our thoughts to the vastly greater transportation system that has been built up in the United States for our use alone?

While appreciating at their full value the importance of good country highways to our farmers and to all of us as users of farm products, and while appreciating the importance of inland waterways, we should not lose sight of the fact that they are but parts of the general transportation system of the country; that the country highway would be of little use in connection with inadequate facilities for long distance transportation, and that waterways are only locally available. Broadly speaking, the inland commerce of the United States must be moved by rail.

Our railway system has been constructed without any cost to the public treasury, except as to some of the earlier lines and the land grant roads, as to which the ultimate public benefits in the settlement of the country which they made possible were far in excess of the cost. We think of the cost of the Panama Canal as a large amount of money, but it is only about one-fortieth of the amount of private capital that is invested in the railway systems of the United States without taking account of the large amounts that have been wiped out by civil war, bankruptcies and reorganizations, and the other large amounts of earnings that have been put into improvements and betterments and have not been capitalized. It is not detracting from the importance of the canal to point out that an estimate made by a distinguished authority of the annual requirements of the railways of the United States for additional capital expenditures to enable them to keep pace with the growing demands for their service are from two to three times the total cost of the Canal; that a single railway company distinguished for conservative and able management has invested in its property earnings that it might have distributed to its stockholders in an amount approximately sufficient to have built the Canal; that the operating expenses of the railways would pay for the construction of five Panama Canals in a year and leave a sufficient margin to fortify them and build a few battleships for their defense, and that the taxes paid by the railways in three years, if all paid into the United States Treasury, would

more than reimburse it for the entire cost of the Canal.

This great American transportation system has been provided and is being maintained by private capital. It takes nothing from the public treasury, but pays into the Federal, State and local treasuries at least its fair proportion of taxes every year. It performs for the American people a transportation service that is becoming more comprehensive from year to year. This service is performed at rates of compensation that, on the whole, are lower than those paid for similar service in any other country. Everywhere in the United States this service is regulated by law. State and Federal governments have enacted legislation and provided administrative and judicial tribunals for the correction of wrongs that may grow up in the business of transportation by rail. This is a proper and salutary exercise of the authority of government growing out of the nature of the business of a railway company in carrying persons and property over a privately-owned highway devoted to public purposes.

With this regulation by the Government which has had the effect of eliminating abuses, and, with the power in the Government to search out and correct any abuses still remaining or that may develop, I feel sure that there cannot be anything wrong in the proposition that conditions shall be made such as to permit the fullest development of the transportation service of the country. On account of the public interest in efficient railway service this is as important to the public as to the railways.

The first requisite, in my opinion, to the maintenance of this condition is that those tribunals that have been established to regulate charges shall recognize the right of the railway to make a charge for each service that shall be reasonable as measured by that service having fair reference to its value. This is a very different matter from fixing charges for service so as to yield a predetermined rate of net income—a thing which a full knowledge of the problem will, I am sure, demonstrate to be uneconomic and impossible. That the application of this standard, in specific instances, may be difficult should not excuse failure to apply it. It is being applied with more or less exactness in the practical every-day fixing of charges by the railways and in the cases before the Commission and the courts involving the reasonableness of specific charges. Capitalization and other conditions on different railways differ so widely that a strict enforcement of the principle of a predetermined rate of income, even if it were possible, must necessarily lead to discriminations, territorially and otherwise. If the aggregate of charges on the basis of their reasonableness as measured by the service performed is such as to leave little to the owners of the property after the payment of operating expenses and taxes, that is their misfortune. If it is such as to leave them a larger profit, that is their good fortune. Small net income for the owners of a railway, whether the result of poor location, inefficient management, or other cause, will not justify charges that are exorbitant or unreasonable as measured by the service performed. Neither will large net income, due to fortunate location, efficient management, or other cause, justify a reduction of charges that are reasonably low as measured by that standard.

Various elements enter into the reasonableness of a transportation charge. I am not now endeavoring to cover the whole subject as to the proper basis of a transportation charge. On a previous occasion I endeavored to explain its elements and the bearing of each. I shall mention one of them this evening because it is one which is dependent in no small measure upon public opinion. This is expense of operation. On superficial thought this might seem to be a matter with which the public has nothing to do, but it is coming to be more and more controlled directly and indirectly by the public. One of the most serious problems confronting railway management in the United States and entering into the cost of service is that of constantly increasing taxes imposed by public authority. The aggregate payments for the past fiscal year amounted to more than $120,000,000.00. The rate of taxation per mile has increased fully 150% since 1890, and each year sees it mounting ever higher. Then there are requirements under the exercise of public authority in other ways that tend to increase operating costs.

The largest single item of railway expenditure, and one in which the public is concerned as bearing on cost of service and the reasonableness of an adjustment of charges for railway service, is that of wages. Railway

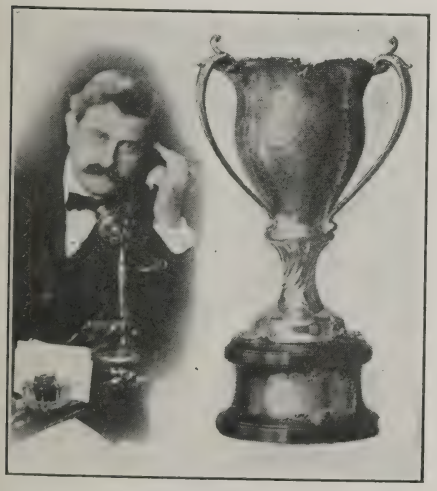
service, in many of its branches, is most exacting, requiring a high type of manhood. Without men of this kind the American railway system could never have become the efficient transportation agency that it is today. It is right that such men should be fairly paid, and American railway employes receive wages much higher than those paid to railway employes in any other country and generally higher than are paid in any other employments in the United States calling for similar measures of skill and reliability.

In the adjustment of questions as to rates of wages and conditions of employment it is inevitable that differences should be developed between the railway companies and their employes. Such differences concern not only the railways and their employes, but the public as well, for the reason that a strike or lockout which would interrupt, or seriously impair, the efficiency of railway service would cause great inconvenience if not actual suffering to many persons.

(To be continued.)

LOVING CUP FOR A. J. GRYMES.

On Saturday evening, May 10, a party composed of some of the officials and employes of the Erie's Marine Department, went to Orange, N. J., and to the home of Mr. A. J. Grymes, who has resigned the position of marine manager of the Lighterage and Foreign Freight Department, after a service of over 27 years with the Company.



MR. GRYMES AND LOVING CUP.

Some of those included in the party were Mr. E. J. Bauer, who has succeeded Mr. Grymes; Mr. C. R. Stewart, superintendent of the Marine Department; Mr. J. L. Sullivan of the Water Front Towing Company, and the following employes of the "Tug and Barge Department:" Messrs. T. J. Clarksin, W. H. Holcomb, C. K. West, M. P. Coyne, Geo. Cavan, F. A. O'Brien, E. Crane, W. E. Boyce and John Tierney.

Mrs. Grymes, who had been let into the secret, was awaiting the party and ushered them in, with true southern hospitality. Mr. Grymes was then called, and after he had partly recovered from the shock of meeting such an unexpected gathering, Mr. Stewart, in behalf of the office forces, with a few well chosen words presented him with a very handsome and appropriate token of esteem, consisting of a silver combination set, comprising a barometer, thermometer and a clock, all of which was embedded in a solid mahogany base.

Mr. Boyce, representing the employes of the tugs and barges, then presented Mr. Grymes with a silver loving cup.

Mr. Grymes in responding said he surely was taken by surprise and was really too overcome to know just what to say; however, he thanked the givers for the beautiful and costly gifts, and, while the words of Mr. Stewart, and the thoughts that his efforts had met the approbation of his associates, gave him great satisfaction, still the gift of the cup, the years and the associations that it reminded him of, could not help but touch his heart the most.

The cup, a massive one, is mounted on an ebony pedestal, from the top of which it measures over 30 inches. Engraved on the pedestal is a likeness of Mr. Grymes seated at his desk.

On one side of the cup is an engraving of the tug "Rochester," Captain E. E. Simms, one of the oldest captains in point of service. He is seen looking from the pilot house window. This photograph of the tug was taken over 20 years ago and at a time when Mr. C. R. Stewart, the present marine superintendent, was engineer on her. On the opposite side of the cup the following inscription is engraved:

Presented to
Arthur J. Grymes
upon his retirement as
Marine Manager of the
Erie Railroad, by the

Employes of the Tug and Barge Department
In appreciation of a memory embodied with esteem and respect.
Jersey City, May 1, 1913.

CONSCIENCE FUND RECEIPTS.

On May 5th, last, the treasurer of the Erie Railroad Company received a letter enclosed in a brown Erie envelope, stamped and dated at Carbondale, Pa., post office, May 3, 1913, 8 A. M.

Inside the envelope was a double-sheet of writing paper, of the kind generally used by women, and it contained $4.00. Included was a half-sheet of the same grade note paper and on it was written with a pen the following:

"Thi belong to the Erie Co. since the year 1901. Please find inclosed the sum of $4.00. due them sinc that year." The signature is unintelligible, but looks like "B.N.E.V."

The conclusion is that the sender evidently wronged the Erie Railroad out of the sum remitted in the year 1901 and after a duration of 12 years sent the money to the Erie's treasurer to clear a guilty conscience.

Whoever the sender may be, he or she has the Company's thanks.

It seems somewhat remarkable that these receipts of money for the "Conscience Fund" should reach the treasurer's office at intervals sometimes close together, but such is the case. Following the above, the very next day, May 6th, there was also received a communication, the most remarkable one of the kind ever received by the Erie's treasurer, in that it gave the sender's name and address, enclosing a New York draft to the order of the Erie Railroad Co., for $12.00, asking that the amount be placed in the "Conscience Fund." It was, of course, and both the name and address of the sender are withheld for obvious reasons.

A "FOOD-DANCE" ON THE ERIE.

"One time I was out a month on the road," began Hull, the cotton man, "and the firm wired me to go to an extra town before closing the trip at Cincinnati. I had been spending money quite freely and only allowing enough to make the trip home, as I had a month's salary coming to me when I hit New York.

"This extra town put a crimp in my plans. When I got to Cincinnati I found that I lacked three dollars of the necessary fare home. I did not like to wire for more money, as I needed so little, and did not want to call attention to my finances unless I was compelled to. I found by scouting around that the Erie would take me home in a more circuitous way for just the sum I had left. So I left on the Erie at noon with twenty cents in my pocket. Thirty hours the trip would require instead of the usual twenty-four. During this time I would have the magnificent sum of twenty cents for meals. In the dining car this would buy a glass of water. In the station restaurant, a couple of crullers.

"I got into the sleeper and found myself alone. Along about supper time, as we got well up into Ohio, the train stopped at a junction and a special train was hooked on in back of my sleeper. As I sat in the lonely car, thinking of all the good things to eat in the car up front, I felt pretty blue. Just when I had decided to try to get a meal on trust, a little old man with white hair came in from the special car in back and asked me if I knew how to dance. I told him that after a meal I could dance like a sunbeam. The old man took me back into the special and introduced me around.

"The party had been out to some place in Ohio to a wedding and was on its way back to New York. They wanted to get up a dance for the young people and lacked a man. After looking me over the old party must have decided that I would do as an "extra special." They had a buffet supper all ready. And after a couple of club sandwiches and a small bottle I showed them how they dance in Brooklyn. The party was a great success. A talking machine furnished the music. After the dancing we took to singing. Fortunately I was there with the goods in the singing line also. The first thing I knew we were in Jersey City."

"And that let you out," suggested the clothing man.

"Yes, out of hard luck," replied the cotton man, "I married the old man's daughter."—H. T. Battin in N. Y. Evening World.

WAS A GOOD REASON.

"Mamma," asked a little girl of her mother one day, "do men ever go to heaven?"

"Certainly," said the mother, "why do you ask?"

"Well, then, why don't angels ever have whiskers?"

"Because," said her mother, "they get there by a close shave."

Much in the Little Word "DON'T."

The English language contains many words that have a VERY STRONG MEANING. One of them is the word "DON'T." It means DO NOT, and is abbreviated for convenience sake.

It is a word used by everybody speaking the English language, and used very frequently. Sometimes it is used when the word DOESN'T would be better form, but that's a matter of the misuse of English.

The ARGUMENT here regarding the word DON'T is, that there is no department in RAILROAD SERVICE that does not contain some IRREGULARITY—large or small—which might be obviated, were employes always THINKING SERIOUSLY before going ahead in the daily routine.

DON'T is a splendid word to hang directly before your eyes—in the OFFICE, SHOP, STATION, ENGINE CAB, CABOOSE—and EVERY PLACE where machinery moves, belts revolve and wheels turn.

DON'T is a word of CAUTION—it is to the man who works amid dangerous surroundings what a red flag is in the hands of the man who runs back to warn the engineer of an approaching train. It is PROTECTION for LIFE and LIMB.

The machine shop of a great railroad is a resourceful place to inculcate in the minds of employes the real meaning of the word DON'T. Danger lurks at every point where the "wheels of commerce" move and it is in most cases avoidable, if PRECAUTION is used.

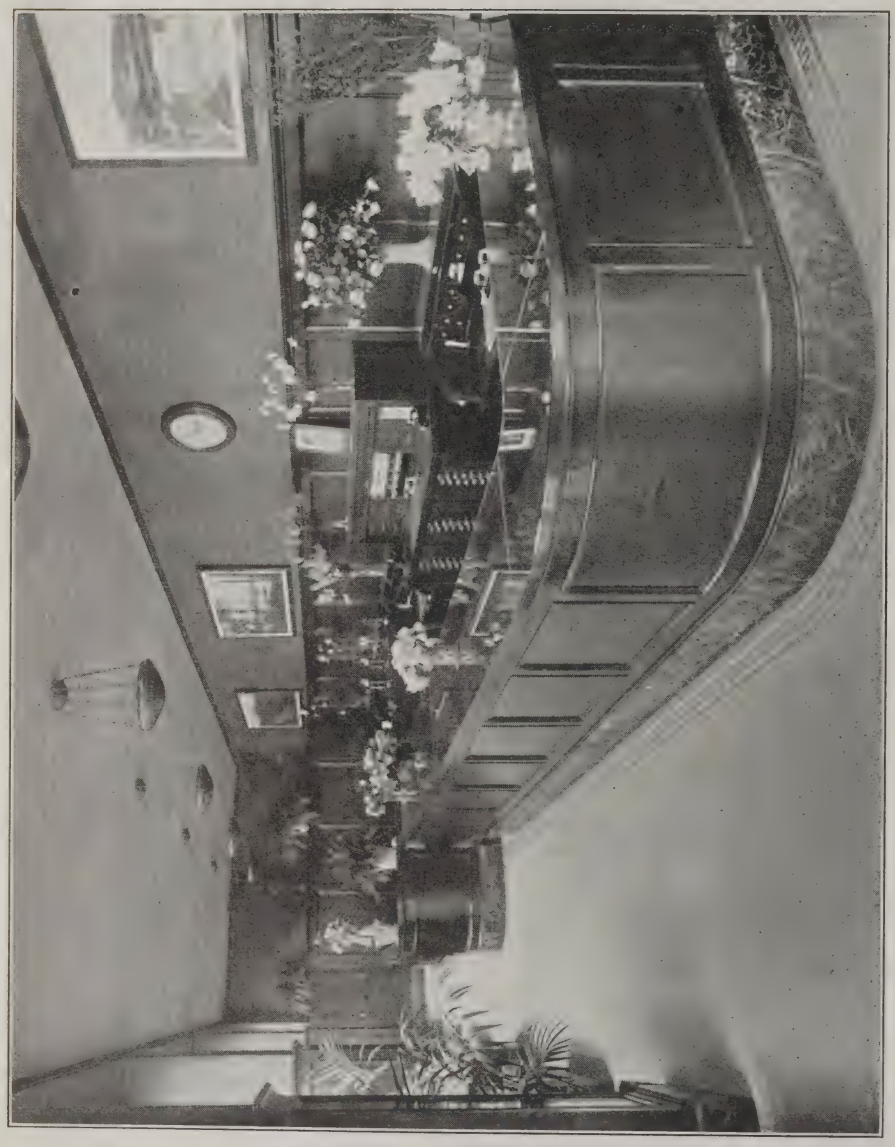
Every man employed on a railroad knows he does things that he shouldn't. He even violates the laws of COMMON SENSE, day after day and hour after hour. This is made manifest by the reports received of accidents to persons and property, most of which could have been avoided, had the careless ones thought before they blundered ahead, or kept uppermost in their minds the SIGNIFICANT little word DON'T—and then stopped and GONE AHEAD RIGHT.

It's just as easy to do things right as wrong. The RIGHT way brings cheer and satisfaction and indicates INTELLIGENCE and FORETHOUGHT. The WRONG way brings Failure, and even worse—it sometimes brings Death or PERMANENT DISABILITY.

Keep the word DON'T uppermost in your mind before beginning the performance of duty. Be sure you start right, and if not sure, then DON'T. This applies, as well, to the USE or MISUSE of tools and material. It applies to the routine of Maintenance of Way work, to the clerical force, the careless handling of MATCHES AND LIGHTED LAMPS in places where there is inflammable material and, in fact, most everywhere about railroad property.

CAUTIONARY DON'TS are being preached in another part of this Magazine for the general welfare. READ and PROFIT by them. They are interesting and full of logic.

And they TEACH A LESSON.



CONCEDED TO BE THE MOST BEAUTIFUL TICKET OFFICE IN THE CITY OF BUFFALO—(SEE PAGE 211).

ERIE'S NEW TICKET OFFICE AT BUFFALO, NEW YORK.

THERE has been a transformation completed in the ticket office of the Erie Railroad at the corner of Main and South Division Streets, Buffalo, N. Y., a new and up-to-date office having supplanted the old one that has for years served the Company well on the same site.

The new office, by reason of its magnificent, rich and massive equipment and absolute absence of pretentiousness, has caused it to be referred to as the most beautiful and attractive ticket office on the Erie system, if not in the United States. Furthermore, it faces Ellicott Square and occupies the most prominent corner in the business section, where street cars pass on both streets.

There's nothing left of the old office, except the location. The present one is more than a worthy successor, with a prevailing scheme of solid mahogany throughout, including furniture and picture frames.

The office is surrounded by dull mahogany panels, 4 feet high, in which appears the beautiful grain. Above the woodwork the walls are decorated in light brown, which furnishes a pleasing contrast. A deep verdis marble base extends from the white tiled floor to the woodwork, so that when the floor is mopped the moisture will not stain or injure the wood.

The office is divided into four compartments. Besides a cosy and complete little wash room, hidden from view, is the private office of A. C. Hilton, general agent; then comes the general work office, with a waist-high rail enclosure furnished with new roll-top desks; the ticket office is next, with a roomy little lobbyette at the front. Beneath the ticket counter a safe is built and a series of ticket drawers and map holders.

Something new in the order of a ticket rack has been installed. The new style rack is of solid mahogany and is covered at all times, however, permitting the agent to place his hand immediately upon the ticket wanted.

This is the only variety of this rack in the city and adds greatly to the cleanliness and convenience of the office. Another unique feature is the time-table rack. This rack is covered with a glass partition which prevents the accumulation of any dust. The easel for the display of advertising cards can be moved to any part of the office.

The picture of President F. D. Underwood, framed with beautiful mahogany, occupies a prominent position on the tinted walls. There are also reproductions of beauty spots along the Erie route adorning the walls.

Not the least modern and delightful feature is the electric system of lighting. This is provided by the Robertson-Cataract Company. The several fixtures are of etched brass and placed near the cream colored ceiling. When the current is turned on, the light reflects against the ceiling and throws a soft, radiant glow throughout the office.

An abundance of light that is admitted through the great plate-glass windows on the South Division Street side, makes this office an abiding place where comfort prevails, and when the electric fan, provision for which has been made, is installed, the warmest day in summer will find this office cool and comfortable.

When the new Buffalo office was authorized, the fitting-out was placed in the hands of the man who has so successfully equipped other Erie offices, and he showed the same good taste and judgment that was manifested in all other instances, both in getting the most out of limited space and making everything appear to the best advantage. This gentleman is H. C. Holabird, "O. O. F.," assistant general passenger agent at Chicago, whose artistic taste in ticket office arrangement is greatly respected.

The new office was opened on May 1st and passers by, when they gazed through the windows, saw many vases of cut flowers resting on the long counter, their beauty reflected in the glass that covers the entire top, while tubs of palms were placed in conspicuous places.

Visitors commented on the beauty of the Erie's new ticket headquarters, while passers by were attracted by the big Erie trade mark that has been placed on the windows, together with the Lake Line sign, thereby giving a new and bright appearance to the old and prominent corner. Persons walking through the large building in which the office is located, can enter it through a door leading to the lobby, on which the Erie trade mark is also displayed.

The office was opened the day be-

fore the Erie Railroad Association held its banquet in Buffalo, and that furnished an opportunity for the members to inspect the new office. They did so, and the consensus of opinion was that no other ticket office in the land had anything on it.

ERIE MAN FOR 43 YEARS.

In perusing the pages of Erie history, it has been discovered that at Hornell, N. Y., there reposes among the veterans of the service, one Albert Hardy, known familiarly and affectionately among the habitues of the big yard and train crews as "Slim." It is presumed that the name was applied to him because he is of generous height and quite narrow.

But "Slim" is the real article, and an honored member of the Erie's Loyal Legion, absolutely reliable, always on the job and one who would knock the block off any man who would speak disparagingly of the Erie. That's the kind of man he is, and that's why General Manager A. J. Stone once remarked when speaking



ALBERT ("SLIM") HARDY.

of him: "Say, he's a friend of mine."

And there are other reasons why "Slim" Hardy is a friend of Mr. Stone. One of these is that both are fond of following the dogs through woods, brush and over wet meadows in quest of game, and they have hunted the hills and valleys of old Steuben County more than once. That was in the halcyon days, when Mr. Stone was an Erie employe at Hornell, while "Slim" turned switches in the yard and used to steal away by himself to hunt, when the chance offered.

"Slim" has a story he loves to tell on Mr. Stone. It seems almost a shame to give it away here, but it might grow stale if kept in the ice house any longer. It appears that Mr. Stone and a friend one day conceived the idea of going hunting, and were desirous of borrowing "Slim's" ferret in order to make the game move more quickly from the burrow. Arriving at the Hardy home, they learned that the old man had also gone on a still hunt, taking the ferret along. But "Slim" had a white rat, and, believing it might prove a good substitute for a ferret, they borrowed it and hiked for the hunting ground, carrying the rodent in a leather bag. Arriving at the scene of operations, they were surprised to find that the rat had gnawed his way through the bag and escaped, thereby destroying the day's fun, so far as the art of ferreting with a white rat was concerned.

Although "Slim" Hardy is quite an old man, it is impossible to eliminate his craze for hunting, and even though game is becoming more beautifully less about Hornell as civilization encroaches upon the haunts of both fur and feathered creatures, still he goes forth when opportunity offers and it is about the only time he ever quits work.

Despite his age and long years of service, he is an exceptionally active man, and is known by hundreds of railroad men for his genial nature, good impulses and strict adherence to duty.

"Slim" Hardy is such a good Erie man that General Manager Stone will always remember the close ties of friendship that existed when they worked together at Hornell and went forth together as nimrods.

It may be added that the old man has owned some of the best hunting dogs about Hornell; he has also owned ferrets, etc., and at present is the owner of a full-blooded foxhound (beagle), who is so fast in pursuing game, that he is called "Speed."

Hardy has 43 years to his credit with the Erie; 21 of these years he was a brakeman on the Allegheny Division and 22 years in Hornell yard, 4 years as switchman and 18 years in his present position of switch tender. Everybody calls him "Slim" and he doesn't mind it at all. He has as clean and enviable a record as any man on the payroll; in short, he is one of the loveliest old boys that do business at the point where the Susquehanna and Allegheny divisions meet. And may he continue to prosper and enjoy good health.

DON'T DEFACE ERIE RAILROAD PROPERTY.

ONE of the most offensive things that an intelligent person can look upon is a railroad station, freight house or other building, defaced by a lot of pencil marks, both meaningless and unsightly.

It is difficult nowadays for a person to enter or walk about a railroad station, without coming face to face with scribbling of this kind. It not only shows lack of good taste, but indicates a mind devoid of serious thought. When a person stands before a railroad station and with a pencil begins scribbling on the paint, it is a sure sign that his brain is not working in the right direction, or he has nothing better to occupy his time.

There are many paradoxical sides to this life. Some men have so much to occupy their time, that they are often heard to say, "I wish the days were twice as long." Such men are busy bees in the hive of honey-making, and they have no time to immortalize themselves, even though they wished to, by standing like big drones inscribing their initials on a railroad station.

The fact that A. B. C. was printed on a station to indicate that the name of the fool that placed it there began with those initials, is of no consequence to the world of affairs, and it is not of consequence to the defacer, himself, any more than he wishes to make it; therefore a railroad station looks much more attractive just as the builders left it.

The fool that wastes his time defacing railroad property is in the same class as the fool that yells FIRE in a crowded building, and he is the kind of fool that would yell fire in a crowded building, should the spirit move him in that dastardly direction, so keep your eye on the fool who scribbles. Once in awhile the would-be scribbler finds he hasn't a pencil, in which case he resorts to a knife, and with its keen blade digs deeply into the boards until his initials are completed. That's a triumph that makes him stand off and gaze upon it with silent admiration, as though he were a great sculptor, and had just completed the last touches to some massive shaft of marble.

It seems an awful reflection on human intelligence when a railroad company has to resort to the law in order to prevent vandals from destroying its buildings, but that's just what has to be done. It's no rare sight to see signs attached to railroad stations reading like this:

"Any person or persons detected writing on or in any way mutilating or defacing this station, will be prosecuted to the full extent of the law."

And yet the practise continues. Maybe no one has been caught in the act, or, if they have, the agent or other station employe whose business it was to take heroic action, has chosen to "Turn a blind eye" as the easier way out of it.

The person who would deface a railroad station with either pencil or knife, would never think of going into a man's yard and deface his home. If he did, he knows just what would happen. He has no desire to do so, anyway, the railroad station being more in the open, affords better opportunity, and besides it's a railroad station, nobody owns it and it looks to him to be public property.

The person who would exempt an individual and persecute a railroad, merely because the latter was a corporation, has less than the milk of human kindness in his makeup, and he is unfair and inconsistent. That may account for the desire of some individuals to damage railroad property for cussedness only.

Not only do these vandals damage station property, but, in the case of the Erie Railroad, they damage other property; they damage the advertising signs posted on stations by marking on them, thereby making them offensive to look at. These signs are not placed on stations for the convenience of writers of poetry, prose, or to inscribe initials on. They belong outside the limits of desecration, and it is the duty of every station agent to protect the Company against imposition by having arrested any person caught in the act of despoiling them, as these advertising signs are the property of the Erie Railroad.

IT WAS THE USUAL THING.

"Been taxing your eyes lately?" asked the oculist.

"Yes," replied the patient; "I looked all through a newspaper of 144 pages which came through the mail to me bearing the words 'marked copy.'"

"No wonder your eyes smart!"

"Oh, but that isn't the worst of it. I didn't find anything marked."—Buffalo Express.

A GRITTY STATION AGENT.

The young man whose career is given space here, is Frank J. Watson, station agent at Clifton, N. J., and it is justified by what he has done in the interests of the Erie Railroad: By this is meant that he faced a loaded revolver in the hand of a would-be station robber, retaliated in kind and then drove the miscreant and his pal out of his station, pursued and caught them and then turned them over to the police, that the law might take its course.

The story of his life is very interestingly told by himself, and he writes as follows:

"I was born in Conewango, N. Y., Jan. 15th, 1888, and completed my common school education there. Then completed the High School course in the Cherry Creek, N. Y., High School, and after teaching for a while I took a course in the Elmira Railway Commercial Training School and finally entered the Erie service Jan. 21, 1911, as clerk at Salisbury Mills, N. Y., where I stayed about six months before I was rated as extra agent. Worked several places as extra and was checked in as agent at Clifton, N. J., July 28th, where I have been employed ever since.

"The robberies with which I was annoyed for some time began in April, 1912, and were frequent occurrences, the only real successful one taking place on the 9th of June, when the thieves managed to get over thirty dollars of the Erie's money and a new Colt's automatic revolver of mine for which I had just paid $15.00. This one occurred at noon while I had stepped out for lunch.

"I said then that I would get them some time; though we had no further trouble for quite a while, I never ceased my vigilance, in the hope of catching them red-handed, which I eventually did, but not in the manner that I thought.

"Nothing occurred from June 9th to Sept. 3d, when, after meeting train No. 60, and was just opening the door to re-enter the office, a man stepped out of the small waiting room to the left and back of the ticket office, and levelling a revolver at me, demanded me to throw up my hands. Instead of doing this, I made a dive for the doorway and slammed the door behind me as I passed through. The act was purely impulsive and no doubt saved my life, as he fired so closely that the bullet struck the casing and glanced to the inside of the door before it had closed. Meanwhile another fellow had come from the room and the two realized that I had the advantage as soon as the door was closed, for they immediately ran, getting behind the telephone booth and from there outdoors before I could begin to shoot.

"I was very fortunate in following them, and the chase led, so I easily called the Chief of Police and pointed them out to him. We quickly ran them down and by this time another officer had arrived and helped to relieve them of their hardware. In a more thorough search at the police station they were found to have chloroform, towels and a quantity of rope, evidently intending to make a good job of it.



FRANK J. WATSON.

"Although we were unable to get any evidence to connect them with the previous robberies, we have not been troubled since."

Luck consists of getting what some other fellow wants.

A woman never feels any older than she thinks she looks.

BEST METHOD OF INJURING ONESELF ON RAILROADS.

MR. ROLAND B. WOODWARD, who, as secretary of the Chamber of Commerce, is doing such splendid work in furthering the manufacturing and commercial interests of the City of Rochester, N. Y., has published several pamphlets of general public interest, such as "Accident Prevention," "Individual Fire Fighting," "How Fakers Fake," etc. In the pamphlet on Accident Prevention, which covers nearly the whole field of avoidable accidents, there are a few remarks under the heading of "Best Method of Injuring Oneself on Steam Railroads," which we take the liberty of reprinting. Figures showing the number of accidents to, and deaths of trespassers on the railroad right of way are always included, under the heading of "Railroad Accidents," in statistics of the total number of people killed annually, which, hurriedly read, give one the impression that an enormous proportion of people are injured and killed by the railroads. Accidents to trespassers on railroad property should be classified by themselves and not charged to the railroads. In Europe the laws are very strict about trespassing, and people fear to step onto a railroad track, because they know that under the law, which is rigorously enforced, they will be fined.

Mr. Woodward takes up the matter in a humorous way, but the truth is brought out conspicuously:

"In spite of the precautions of the railroads to keep people other than passengers or employes off its right of way, a large number get out on the tracks and practice somnolence in the paths of oncoming trains. Switch-frogs are clever contrivances that will fit the foot and hold it safely until the car wheel passes over the ankle. Many people try this exercise, but it is becoming less popular owing to the long waits before the trains come. We Americans demand quick action.

"The railroad tracks and properties, including bridges, were the original playgrounds of this country and many a child remembers with affection the happy days when he or she risked life and limb at the roundhouse.

"It is true that the railroads pay special policemen to dissuade people from using the tracks at a highway and post signs in conspicuous places warning the public from the road, but little obstacles like these only render the sport more exciting.

"The lack of personal caution which we observe in the adult American is the direct outcome of lack of training during childhood. The German method of inculcating in the minds of the children as a regular part of the child's training the fundamental principles of personal safety, has been found the only thoroughly successful course to pursue; and this is especially true of our relations with railroads, where the child is allowed to play at liberty on railroad property in constant danger of injury.

"In all seriousness, we take too much for granted with our children. If you will have a talk with your youngster, show him the risk he runs in trespassing on the railroad property and ask him to point out to you what he gains by it, you will find him ready to take a cautious attitude. It seems such a pity to bring a child into the world, rear it, educate it, cherish it, and in fact, do everything we can for it, only to have the little one maimed or killed because we neglected to teach it the great fundamental idea of weighing the consequence of each and every act and taking all possible precautions whenever a hazardous act becomes necessary."

OUR OLD FRIEND MARY.

Mary had a litle dog,
And she was fond of him
Until one day the brute got gay
And bit her on the limb
—Milwaukee Sentinel.

We had heard she had a dog,
Whom she had taught to beg,
And that one night, for reasons slight.
He bit her on the leg.
—Boston Globe.

We knew she had a kanine.
A bulldog, strongly built,
And we heard, too, he at her flew
And chewed her left-hand stilt.
—Houston Post.

We heard she had a mangy cur,
With ears inclined to flop;
And this same cur walked up to her
And gnawed her starboard prop.
—Cincinnati Enquirer.

We later heard the brindled pup,
The girl misunderstood;
For when he tried to eat her up,
He found the limb was wood.

A woman never considers her photograph a good likeness unless it looks as she would like to look.

DONT'S THAT ARE WORTH REMEMBERING.

From Cincinnati Division.

Don't leave baggage trucks standing on the platform when not in. use,. where. they. might cause injury to passengers. Put them away at the end or back of station building.

Don't neglect to report at once switch lights that are not burning.

Don't change the block after displayed for train, until the train is by, unless it is necessary to stop the train.

Don't allow passengers to get on or off train until you are sure the stepping box is on level ground.

Don't depend on the engineer to see whether the block is clear or not. Conductors and trainmen should know this, as well.

Don't remove the guards on lubricators having tubular glasses, without first closing steam and water valve. The guards are applied for your protection.

Don't assume that track covered by slow orders is safe for a greater speed than that specified.

Don't allow water tank spout or cranes to be pulled towards the engine while in motion.

Don't allow coal to roll out of the gangway. It is a decidedly dangerous and wasteful practice.

Don't use oil like water. It costs the company many dollars and you should use it with care.

Don't hold iron under a steam hammer with your hands. Tongs were made for this purpose.

Don't be careless with your time slips. Exercise care in making them out, thus saving trouble for foreman and time keepers.

Don't place a torch where it is liable to come in contact with rubber hose, when working about an engine.

Don't be careless with the Company's tools. Use them as you would your own.

Fire Prevention Don'ts.

DON'T start fires in stoves, heaters or furnaces, unless chimneys and flues are thoroughly clean.

DON'T allow stove or furnace pipes to come in contact with a partition; allow proper clearance and use an iron, tin or terra cotta collar, where pipe enters flue.

DON'T put up a stove without sufficiently sized piece of tin, zinc or sand box around and beneath it.

DON'T use oil to start a fire.

DON'T fill an oil or gasolene stove or torch, when it is lighted.

DON'T fill lamps with oil when same are lighted, or when other lighted lamps are nearby. The flame might set fire to the vapors in the air, ignite the oil and cause explosion.

Don't fill lamps after dark.

DON'T use swinging lamp brackets where there is a wood partition or a window.

DON'T permit Gasolene, Benzine or Naphtha in small quantities, to be kept inside shops or buildings, except in "McNutt", "Imperial", or some other non-explosive can, of a type approved by the "Underwriters Laboratories."

DON'T throw Gasolene, Benzine or Naptha into sinks or cesspools, or on the ground around buildings.

DON'T throw water on flames caused by burning gasolene or other oils, as it spreads the flames. Use sand.

DON'T light a match when looking for a leaking gas pipe. Use your nose.

DON'T load hot ashes into cars until same have been thoroughly

wet down and no fire remains; then load them into metal cars, if possible.

DON'T throw papers or refuse into cars containing ashes, even after same have been wet down. A large amount of heat remains that is liable to set fire to this rubbish.

DON'T pile hot ashes against fences or buildings.

DON'T burn waste papers or rubbish in open or bonfires. Use burning pots and see that same are a safe distance from buildings or cars.

DON'T permit rubbish, papers, oily waste or greasy rags to accumulate.

DON'T strike a match in a closet, attic or cellar. The head might fly off and cause a fire.

DON'T throw a match stub, cigar, cigarette or ashes from a pipe into waste baskets, or out of car windows, or any other place where they might start fires.

DON'T smoke inside buildings.

DON'T go into oil houses with an open light.

DON'T use paper for shades on gas, oil or electric lamps. The heat is liable to start a fire.

A Few Remembrances.

REMEMBER where the nearest fire alarm box is located. Have the call number of your fire department in plain sight near the telephone.

REMEMBER that it is easier to put out small fires than large ones.

REMEMBER to call the fire department as soon as a fire is discovered.

REMEMBER that fire drills should be held often.

REMEMBER that matches carelessly thrown around start fires that result in destruction of property and sometimes in death.

REMEMBER to extinguish matches before throwing them away and then be careful where you throw them. A match generally glows for a minute after flame has been extinguished.

REMEMBER to have an outside shut off to your gas supply, so that same could be turned off in event of fire burning off a gas pipe.

REMEMBER that rubber hose connections for gas stoves are often leaky and always hazardous; they should be avoided.

REMEMBER lamps should be filled in the daytime, only.

REMEMBER to have chimneys, flues, stoves and stove pipes examined and cleaned at least once a year, to avoid danger of fire.

REMEMBER to have your stoves in good condition, with metal plate or sand box beneath them, so that no spark or live coals can fall on or set fire to the floor boards.

REMEMBER to put ashes from stoves in metal cans only.

REMEMBER that all buildings should be free from papers, rubbish, etc., not only inside but around the outside.

REMEMBER to have a stationary ladder reaching to the roof of every building.

REMEMBER that all fires are the same size at the start.

REMEMBER THAT "AN OUNCE OF PREVENTION IS WORTH A POUND OF CURE."

WHERE TOM JONES WENT.

A series of revival services were being held in a western city, and placards giving notice of the services were posted in conspicuous places. One day the following notice was posted: "Hell, Its Location and Absolute Certainty. Thomas Jones, baritone soloist, will sing "Tell Mother I'll Be There."

THE STOVE COMMITTEE

APPOINTMENTS.

Susquehanna Division.

Mr. C. R. Smith, Supervisor Sub. Division No. 1, with office at Binghamton, N. Y., Vice Mr. W. L. Madill, resigned.

Mechanical Dept.

Jersey City.

Wm. J. Pierce, roundhouse foreman, days, Croxton, roundhouse, vice J. Shear, transferred.

Andrew Conrad, promoted to foreman, Tank Shop, North Side, vice Harry Harder, resigned.

Frank Sherry, promoted to foreman, coal pockets, vice J. Walzebach, resigned.

John Tartarek, promoted to foreman laborer, North Side, vice Frank Sherry, promoted.

A. Ball, foreman laborers, South Side, vice James Close, resigned.

Susquehanna.

W. H. Sholl, transferred from foreman at Dunmore to general roundhouse foreman, Susquehanna, vice J. E. Anderson, resigned.

David Soop, transferred from tender repairer to tank shop foreman, vice E. E. Benjamin.

Dunmore.

E. W. Jackson, day roundhouse foreman, Dunmore, vice W. H. Sholl, transferred.

Erick Zwick, erecting shop foreman, vice E. W. Jackson, transferred.

HORNELL BOYS ENTERTAINED.

Notwithstanding the rain and muddy roads, the Foremen of the Erie Shops of Hornell paid a visit to Canaseraga on the evening of May 22, in automobiles, the attraction being the Annual Banquet and Smoker of the Foremen.

The following made the trip: L. R. Laizure, Master Mechanic; C. H. Norton, General Foreman; August Fisher, Assistant to General Foreman; Foremen, A. G. Callahan, Delancy Davis, T. J. Feehan, R. B. Pebbles, Jas. Bathrick, T. J. Donovan, Thos. Hickey, Harry Chivers, J. F. Fitzsimmons, John F. Didas, J. W. Mahoney, H. C. Hathaway, L. J. Malcolm, F. J. Stull, J. H. Roberts, F. L. Balcolm, Peter Wagstaff, A. C. Hoffman, J. H. Roberts and Bert Hann; Trial Engineer, H. W. Plummer; Chief Clerk, W. B. Claus, and the following guests: Samuel Pierson, W. J. Hearons, Bert VanDemark, Carleton Brooks, and Wm. Freeland.

The party repaired to the Kingston Hotel, where the following banquet was served:

Tomato Soup
Chicken a la Fricassee
Mashed Potatoes
Asparagus on Toast
White Bread Brown Bread
Stewed Corn
Cucumber Salad Olives
Fruit Salad
Strawberries and Ice Cream
Assorted Cake
Coffee

After the banquet the smoker followed and Master Mechanic Laizure was called to the chair as Toastmaster. Mr. Laizure called upon each one present for a few remarks. A general feeling of good fellowship prevailed, showing that harmony, which is essential to the successful operation of a large repair shop, is one of the splendid features of Hornell Shop.

The occasion was enlivened by singing by Messrs. Claus, Callahan, Hearons, Wagstaff and Roberts—to guitar accompaniment.

The committee in charge wishes to thank the owners of the automobiles, who did all in their power to make the occasion a success despite the bad condition of the roads.

B. W. MUDGE & CO., CHANGE.

Announcement is made by Burton W. Mudge, President, that the firm of Burton W. Mudge & Company, Railroad Supplies, with office in the Peoples Gas Company, Chicago, has been changed to Mudge & Company, Railroad Specialties, Railway Exchange Building, Chicago, same having been made for the convenience of the firm's customers to more clearly indicate the range of the line of goods in which they deal, and to properly and promptly care for its enlarging business.

THE ERIE ROLL OF HONOR

EMPLOYES, WHOSE NAMES APPEAR BELOW, HAVE BEEN AWARDED CREDIT MARKS FOR MERITORIOUS SERVICE.

Frank Tiederman, Brakeman,
New York Division.
H. Piatt, Fireman,
New York Division.
E. A. Miller, Operator,
New York Division.
C. S. Twing, Brakeman,
Susquehanna Division.
W. H. Mahla, Engineer,
Cincinnati Division.
J. A. Boyle, Gen. Yardmaster,
Susquehanna Division.
J. S. Perry, Brakeman,
Susquehanna Division.
F. H. Lisenby, Operator,
Susquehanna Division.
M. A. Phalen, Crossing Man,
Cincinnati Division.
C. MacGilvery, Brakeman,
N. Y., S. & W. Division.

W. Davenport, Section Foreman,
N. Y. S. & W. Division.

On a recent occasion when a rear-end collision occurred, Frank Tiederman, brakeman, New York Division, saw the caboose from the train ahead, down the bank, with evidence of being on fire and promptly broke door and entered through dense smoke, searching for conductor, whose whereabouts at that time were unknown. When he found that no one was in caboose he promptly procured a fire extinguisher from a nearby coach and used it to such good advantage that caboose was saved from total destruction.

H. Piatt, fireman, New York Division, proved to be the right man in the right place on a recent occasion when a rear-end collision occurred. He took in the situation quickly and with all possible speed ran up the east-bound track and made a great effort to flag passenger train 176 in time to avoid a collision between that train and the derailed cars from the west-bound train, which obstructed the east-bound track. What Piatt tried to do proved ineffective, but he is given recognition for the interest he took in making a supreme effort to protect the Company's property.

By closely observing passing trains, E. A. Miller, operator at Sterlington on the New York Division, discovered a broken truck on car Erie 102703 and took prompt action to have train stopped and car switched before causing any damage.

M. A. Phalen, crossing watchman at Ashland, Ohio, on the Cincinnati Division, discovered a brakebeam down on the head car in extra 3006, west, and notified conductor to stop train and have car repaired.

While extra 92 was pulling out of yard at Butler on the New York, Susquehanna & Western Division, William Davenport, section foreman, discovered a brakebeam down on car 15065 and took the necessary steps to have damage repaired.

While inspecting extra 1662, east, which had been stopped at "D. H." tower on the Susquehanna Division, account of a broken wheel, C. S. Twing, yard brakeman, discovered a brakebeam down on Erie car 73,297 and took prompt action to have same repaired.

When it had been reported to general yardmaster J. A. Boyle, Binghamton, on the Susquehanna Division, that a piece of wheel flange had been found on the eastbound track at S. B. & N. Y. Crossing, he took prompt action to hold a train at "D. H.," and took switch engine to D. & H., where a broken wheel was found on N. Y., N. H. & H. car 85502, and car was set out, thereby preventing what might have resulted in a serious accident.

On a recent date, after extra 1662 passed Binghamton, on the Susquehanna Division, J. S. Berry, yard brakeman, found 11 inches of wheel flange on the eastbound track at S. B. & N. Y. Crossing and took prompt action to notify the yardmaster, who found broken wheel on N. Y., N. H. & H. car 85502. This action on part of Brakeman Berry is in connection with

the broken wheel on car, as referred to above, and with which General Yardmaster Boyle was identified.

As extra 1623 passed "J. T." tower on the Susquehanna Division, F. H. Lisenby, operator, noticed something wrong in the train and it transpired that it was a pair of trucks derailed under Erie car 41027. The men in caboose were notified and the trouble was remedied before a serious accident happened.

W. H. Mahla, engineer, Cincinnati Division, discovered a fallen brake-beam in a car in eastbound train at Marion Yard and reported same in time to save what might have resulted in a serious accident.

While acting as brakeman on extra 1875, N. Y., S. & W. Division, Charles MacGilvery discovered a broken truck under car M. C. 22653, and promptly reported same, when car was set out for repairs.

LONG DOCK TEAM WON.

The Erie Railroad Clerks' Baseball League opened the season at Carlton Hill, N. J., on Saturday, May 3d, and the boys from Long Dock, Jersey City freight office, defeated the nine from the general eastern freight agent's office at 399 Broadway. The score:

Innings	1	2	3	4	5	6	7	8	9	Runs
399 B'way.	3	0	0	0	1	1	0	0	0	—5
Long Dock	1	3	0	4	0	1	0	0	x	—9

Batteries: Loughlin & Casserley; Haas & Walker.

Umpires: Messrs. Bauer & Middleton.

HOSTLERS VS. BRAKEMEN.

On Wednesday, May 14th, a baseball game was played at Passaic Park Oval, between the Hostlers of Jersey City and the Brakemen in the Jersey City Passenger Yard, the result being an overwhelming victory for the Hostlers. The score was 18 to 1.

The line-up of the Hostlers was as follows:

C. Sweeney ..... Left field
J. Hansen ..... First base
T. Mulloy ..... Catcher
F. Okes ..... Pitcher
J. McKeon ..... 2d base
F. Smith ..... 3d base
J. Smith ..... Short stop
F. Gorman ..... Right field
A. Kron ..... Left field
D. Teusoro.... Mascot and water boy

The Hostlers would like to hear from any company, that thinks it has a fast team. Address all challenges to Edward A. Rose, care engine dispatcher's office, Jersey City, N. J.

H. C. HOOKER PROMOTED.

H. C. Hooker has been promoted to assistant to the president, and will perform such duties as may be assigned to him by the president. Effective June 1st.

MAKING UP SPRING TIME CARDS.

The melancholy days have come, they reach us once a year,
About the time for showers, spring verses and good cheer;
The super's staff is full of woe, the D. P. A. is glum,
We're making up spring time cards, and we're working every one.

The meek commuter's happy now, his heart is filled with hope,
All Winter he's been writing letters filled with time card "dope."
He's told the G. P. A. just how the trains should all be run,
We're making up Spring time cards, and we've little time for fun.

The trainmen gather 'round in groups, and stove committees meet;
Of things that can and should be done discussion's at white heat.
The "dope" they get is sometimes good and other times outrageous,
We're making up spring time cards and the spirit is contagious.

And on Pavonia Avenue the air is charged with strife,
And trainmaster and D. P. A. each wear a sharpened knife;
They haggle over minutes like a fishwife o'er a penny,
We're making up spring time cards and the words of war are many.

"You've put two minutes on this train, she doesn't need the time."
"Say, now, hold on, this time's too fast, she's got a hill to climb,"
"With new steel cars, man, have a heart," and so the conflict rages.
We're making up spring time cards and it's work to fill their pages.

And down at Fifty Church Street the folder man is busy,
He's checking stops and figures 'till his brain is almost dizzy;
The printers sweat as type they set and proofs fly thick and fast,
We're making up spring time cards as we have in long years past.

That Heaven is a place of rest is popular conviction,
But, if they let railroaders in I'll venture one prediction,
You'll hear them sing, when air gets mild, and trees grow green, and sappy,
We're making up spring time cards—why, how else could we be happy?

The man who marries a reigning belle must expect to lead a stormy life.

SERVICE OF THE RAILWAYS AND OF THE FARMS.

FOR every 100 miles of railway main track in 1900 there were 129 miles in 1910. For every 100 acres of improved farm land in 1900 there were 115 acres in 1910; for every 100 acres devoted to crops in the former year there were 110 in the latter. That is, during the census decade, the latest period for which official statistics are available, the railway plant increased at over double the rate of the agricultural plant.

For every 100 ton-miles in 1900 there were 180 in 1910; for every 100 passenger-miles there were 202. For every 100 bushels, bales, or pounds of the ten principal crops in the former year there were 109 in the latter. That is, the output of the railways increased at a rate over ten times as great as that of the farms.

Measured per mile, the output of the railways increased 40% and 57% respectively. Measured per acre, the output of the ten crops averaged a decrease of about 1%. That is, the output of the railways per unit of plant increased by one-half, while the output of the farms per unit of plant averaged a decrease.

The population in the ten years increased by about sixteen million persons, or 21%. Measured per inhabitant, the ton-miles of the railways increased 49% and the freight revenue 52%, the passenger miles 67% and the passenger revenue 61%. That is, the work performed by the railways and the money received by them increased at very nearly the same rate. Measured per inhabitant, the output of the ten principal crops ranged from a decrease of 21% to an increase of 20%, while the farm value increased from 34 to 83%. For example, the relative supply of corn that was 100 bushels in 1900 was 79 bushels in 1910, the relative farm value of corn that was $100 in 1900 was $144 in 1910. That is, while the supply of corn per inhabitant fell off 21%, the value of the supply per inhabitant increased 44%. In the same relation the supply of wheat fell off 14%, while its value increased 47%, the supply of cotton fell off 8%, while its value increased 80%.

In 1910 one thousand bushels of the seven principal food crops could purchase over 25% more of commodities in general, and 50% more of transportation than in 1900; but conversely, the purchasing power of the receipts from one thousand ton-miles fell off 13%, and that from one thousand passenger-miles fell off 19%.

REAL SUMMER EXERCISE.

Success in most outdoor sports depends upon how well one can breathe. Breathing exercises are the most valuable. A reason for acquiring this habit in the summer is that away on the mountains or by the sea one can avail oneself of the purest, most highly "oxygenated" air obtainable.

Practice the following Yoga breathing: Close the left nostril and breathe through the right during eight seconds; close the right and exhale forcibly during two seconds through the left; inhale through the left during eight seconds; exhale through the right in two seconds.

It is highly important that the lungs should be filled with air in these breathing exercises and that the breath should be retained during the period in which we can count slowly from six to twelve. Then the exhalation should be gradual, say exhale, pause, count two, exhale a little more, count two, and so on. The muscles of the lungs will be strengthened and their capacity greatly increased in proportion as the air is first retained and then completely exhaled.

Breathe deeply at all times, but especially upon rising in the morning, and have the clothes loose enough to allow the ribs plenty of expansion. Pressure on the diaphragm makes violent exercise almost impossible.

BASEBALL AT CHICAGO.

The Chicago general office boys opened their baseball season May 3d at Grant Park, defeating the strong Chicago Pneumatic Tool Company team by the score of 8 to 2.

"Al." Mathey; our star slab-man, pitched an excellent game, having 15 strikeouts and allowing but 2 hits. Hagedorn helped along by doing good work behind the bat.

The feature of the game, outside of the battery work, was the heavy hitting and good fielding of the Erie boys and the base-running of Duel.

It is never too late to mend, but some of us seem to think it's too early.

A DOCUMENT THAT DEALS TRUTHFULLY WITH AN IMPORTANT QUESTION.

From the Editorial Columns of "The St. Louis Republic," May 5, 1913.

Entitled to It.

THE great railway systems of the country are entitled to that 5% general increase in rates which they are asking, and should get it.

Both the enemies and the champions of railroads ought to cut out the epithets and the adjectives and get down to facts, in view of the real transportation needs of the public. Railroads are not "robbers," whose pretensions to honesty and professions of poverty are alike to be viewed with suspicion. Neither are they "benefactors," whose traffic officials ought to be permitted to say exactly what the public should pay for its transportation. It is time for a new and juster view of the railroad situation.

A generation ago the morals of the railroad business in America were badly decayed. Railway ethics had been made by buccaneers like Drew, Fisk and Gould and past grand masters of special privilege like the drawers of the contracts which Rockefeller obtained from the oil-carrying roads. Conductors "knocked down"; supply officials made gains en route; the shipper got his rebates and the politician his free transportation. Public and railroads all were tarred with the same stick.

Of a sudden—a moral awakening, even of the most genuine and useful kind, is always one of the most unreasonable of all things in its details—the public conscience awoke to the evils connected with transportation. Within a year or so "eminently respectable" practices came to be seen for the shady things they were. The public became converted to honest methods in transportation. Passes and rebates were abolished by law.

The great mass of railroad opinion approved the new order. But "one sinner destroyeth much good," and just as the public conscience began to revolt against graft in the transportation world there came the revelations of the Illinois Central car-repair frauds, and of the Harriman looting of the Alton. As a result, public opinion, by a perfectly natural and intelligible process, set down all railroads as would-be beneficiaries of privilege and enemies of straight dealing. Such examples of railway shortsightedness and greed as the dealing of the Terminal Association with St. Louis in the arbitrary matter did not help to a better understanding. And coincidentally with the revelations just referred to came the great increase in the cost of living and the inevitable demands upon the railroads for large wage increases just at the time when all supplies and materials were advancing in price as well.

How have the railways of the country met this situation?

They have developed a new type of railroad man. It is difficult to get into this matter without dealing in personalities, but every man at all intimately acquainted with the railroad situation today can name offhand a dozen railroad presidents in charge of systems of great importance whose professional standards are as high and as exacting as those of any surgeon, banker or judge in the land. They are keeping faith with the public and with the stockholders and giving the best strength of their lives to the undoing of the old evils and the creation of new working ideals.

These men are working to straighten out the tangles of the old days. They are making the railroads more efficient. They have accomplished wonders. There is the "safety first" movement, the divisional organization of the Southern Pacific, the rehabilitation of the station agent on the Frisco, the abolition of Christmas presents from supply men to railway officials, and many another reform which is radical and real, though the public hears little of it. On the physical side, there have been tremendous economies through the improvement of terminals—as witness the "Katy" freight station in North St. Louis and the Dupo "hump" yard near East St. Louis—the increase in the hauling power of engines through superheated steam and larger locomotives, the perfecting of signaling systems, the adoption of steel cars. By an exercise of inventive and administrative ability unmatched in transportation history the American railroad man of today is doing his best in the face of dearer supplies, higher wages and stationary or lowered rates.

There is no doubt of the facts. For the railroad no more keeps its own

books in its own sweet way. The Government, through the Interstate Commerce Commission, has decreed one uniform system of railway accounts, from Seattle to Boston and from San Antonio to Duluth.

We used to look at railway statistics and then wonder what the facts were. Today we know.

Now the railroads of the country might, perhaps, have taken care of themselves in spite of high prices, burdensome legislation and lowered rates. But when the weather joined its forces against them they were compelled to cry for mercy.

The winter of 1911-12—the winter which brought the Citizens' Emergency Relief Association into being to warm and feed thousands of cold and hungry ones in St. Louis—was the most severe since 1882, and the most expensive for railway operation throughout the northern part of the country. This winter was followed by a spring whose floods paralyzed railway transportation in the Lower Mississippi Valley, destroyed crops which would have furnished a large tonnage and made much track reconstruction necessary. And then, this spring the floods have desolated regions hitherto considered immune from danger, paralyzed transportation throughout the Mississippi Valley as a whole and made extensive reconstruction imperative in many States. Meanwhile ties cost more than ever; steel rails have been breaking and must be so manufactured as to cost more; State Legislatures are requiring electric headlights, automatic signals and larger crews; and every labor dispute results—as it should—in higher wages for railroad men.

These facts are all notorious. The old days of concealment are gone. The cards lie face up on the table. The railroads cannot stand everything else, and flood and storm, too.

These physical disasters put the agonizing twist on the railways' need. In view of them they ought to have the 5% advance in rates they request. The Republic believes that the good sense of the American people will approve the request.

TIME TABLE RELIC OF 1863.

The front page of an ancient time table loaned for publication in this Magazine, is printed in black and red and reads as follows:

"Time table for Excursion Trains to the opening of the New Unbroken Broad Gauge 'Route' between New York and Cleveland via Atlantic & Great Western and Erie Railways, November 17th, 18th and 19th, 1863."

Train left New York at 1.00 p. m., November 17th, and reached Cleveland at 5.00 p. m. on the 18th. Eastbound, a train left Cleveland at 3.30 p. m. on the 19th, and reached New York at 3.53 on the 20th.

Chas. Minot was Genl. Supt. of the Erie and H. F. Sweetser Genl. Supt. of the A. & G. W.

SIGNAL DEPT. SMOKER.

A free smoker was tendered to all employes of the Signal Dept. of Erie and N. Y., S. & W. railroads on Thursday evening, May 8, at Harmony Hall, Main St., Paterson, N. J., under the auspices of Erie Signalmen's Benevolent Association.

There were about 125 signalmen in attendance, and they had plenty to eat in the line of ham and cheese sandwiches, green onions, radishes, lettuce, pickles, and oysters on the half shell, with plenty of red lemonade and grape juice.

An interesting feature of the evening was a four-round bout between "Old Man" Storms of the Screwdrivers and "Old Man" Mewhinney of the Tommy Bars. A decision was made in favor of "Old Man" Mewhinney, on account of his advanced age.

A song was rendered by each of the following Signalmen: E. McGinnity, A. Trabrant, W. Coburn, J. Murphy, J. Harding, Jr., J. R. Mewhinney, J. Walts and M. Cooper. Professor Keppler entertained the boys with his magic card tricks. Our old friend, Bill Bauer, maintainer at B. J., did a buck and wing dance.

A very interesting speech was made by our president, Mr. J. F. Colvin. All departed for their respective homes at an early hour in the morning.

The Committee of Arrangements were: W. A. Sproat, master of ceremonies; M. Cooper, J. R. Mewhinney, J. H. Storms, B. O'Rourke, W. Andrews, O. Gogler.

Success is largely a matter of buying experience and selling it at a profit.

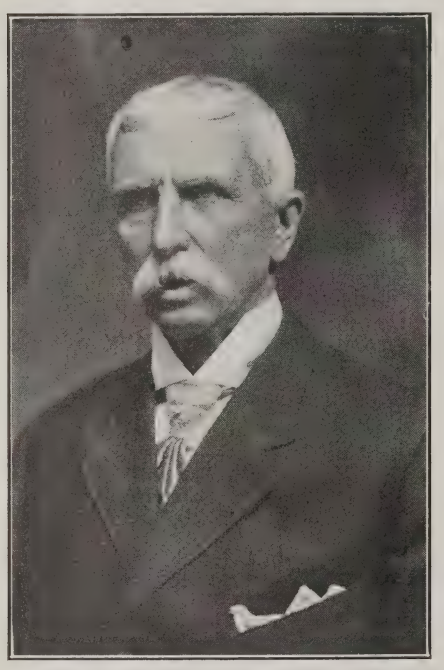
Don't be afraid of imitators. Originality always bears a trade mark.

ENGINEER KENT RETIRED.

One of the most recent retirements of veterans on the New York Division was that of Jacob Watson Kent, engineer, who rendered the Company good service for 45 years, and was retired through having reached the age limit, 70 years.

Engineer Kent was among the best known and liked men on his division and his retirement is generally regretted by a large circle of old friends.

His record, which follows, is one to be proud of, as he served his country and the Erie Railroad well and gave to each the best that was in him.



J. W. KENT.

Born at Beavertown, Morris County, N. J., April 5th, 1843. In April, 1861, enlisted in the 1st N. J. Infantry for three months; August, 1861, enlisted in the 2d N. J. Infantry for three years; March, 1864, enlisted in the 15th N. J. Infantry for one year and eleven days. During the war served as assistant wagon master of the N. J. Brigade, 1st Division, 6th corps. October 28th, 1868, commenced as fireman on the Erie Railroad, promoted to engineer March 20th, 1873, and retired April 5th, 1913, account of reaching the age limit of 70 years.

At the time of his retirement, Superintendent Dickson sent him the following letter:

Jersey City, N. J., April 8, 1913.

Mr. Jacob Watson Kent,
Engineer.

Dear Sir:

I am just informed that on Saturday, April 5th, you reached the age of 70 years and completed a term of 45 years of service in the employ of the Erie Railroad. During this time your record has been absolutely clear and it is something to be proud of.

I desire to congratulate you and wish for you many years of good health and happiness. If there is anything which we can do for you, it is hoped that you will not hesitate to call upon us, also that you will stop in occasionally when you are in the vicinity. An annual pass account "past services" has been requested in your favor and will be handed to you by the Road Foreman of Engines shortly

Yours truly,
(Signed) J. B. Dickson,
Superintendent.

OBITUARY.

Julius Masters, Engineer.

The older of Erie engineers will read with regret of the death at Rochester, N. Y., on May 5th, of Julius Masters, a retired engineer of the old school, and who at the time of his demise, was the oldest retired engineer on the Erie system.

Mr. Masters was well known all along the Erie road. Before the advent of steam trains and when Rochester was in its infancy, he drove a packetboat on the Erie canal. In those days travel was done by boat drawn by horses.

When the Erie railroad started, he obtained a position as fireman and was soon promoted to the rank of engineer, which position he held until compelled to retire by old age. There was not a station on the Erie that he was not familiar with, and he was regarded as one of the most efficient men in the employ of the company. No matter what happened, he was always known to bring his train in on time and if an accident occurred to his train on the road, he never had to be towed in. He would repair the damage as best he could and complete his trip.

In all his career he never had a serious mishap to a train driven by him, but he himself was injured.

This happened June 9th, 1890, one-quarter mile west of Coopers, while engineer of passenger train No. 18, which left track, due to misplaced switch, in which accident he lost both legs below the knee. As soon as he recovered from the accident he was given position of crossing flagman, which he held from May 19th, 1892,

until March 7th, 1908, when he was taken out of service on account of feebleness and inability to safely handle the work. Aug. 3rd, 1908, to Dec. 10th, 1908, employed as carpenter's helper. Laid off account of reduction of force.

Following is his Erie record: Entered service in Dec., 1852, as locomotive fireman; promoted to asst. engineer in Oct., 1853; made regular engineer in May, 1855; resigned April 29, 1856; re-employed as engineer Sept. 29, 1858.

Thomas M. Malia.

Delaware Division Conductor Thos. M. Malia died at his home, No. 121 Front Street, Port Jervis, May 17th, of a complication of diseases. He was 43 years of age.

Deceased was born at Hawley, Pa., and was the son of Thos. and Bridget McCarty Malia. He resided at that place until ten years ago, when he came to Port Jervis, where he has since resided.

In June, 1888, he entered the service of the Erie Railroad Company as brakeman. On October 8th, 1891, he was promoted to conductor, which position he held at the time of his death. He was a member of Neversink Division, Order of Railway Conductors, Port Jervis Aerie Fraternal Order of Eagles and St. Philomina Church of Hawley.

He is survived by one daughter, Hazel Malia of Hawley, and a sister, Mrs. Marian Good of Olyphant, Pa.

The remains were taken to Hawley on train 267 May 19th, and the funeral services were held at St. Philomina's Church at Hawley, May 20th, at 10 A. M., same being attended by many of the O. R. C. and other friends of the deceased.

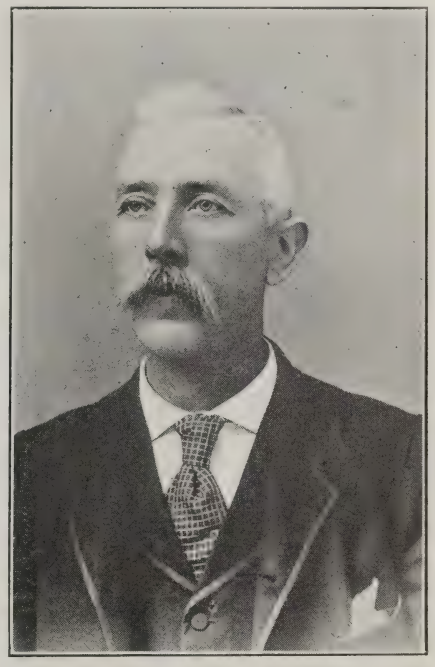
Mr. Malia was one of the Delaware Division's most efficient conductors, and stood second to none in the estimation of his many friends.

ON ONE RUN 43 YEARS.

On April 1st, last, Matthias Malloy completed 43 years of service for the Erie Railroad and during that long period has done duty on one train running between Newburgh and Greycourt over the Newburgh Branch.

There may be others with a longer record, but it is doubtful if any other railroad man can show a continuous record of 43 years and every day of it spent on one train with one conductor, but that is the record of "Matt" Malloy.

When it leaked out that this dear old boy had completed 43 years with conductor Frank Geraghty, the newspapers wrote the story and gave it the prominence to which it was entitled, and everybody congratulated Matt and wished him many more years of service and happiness. He fills the position of baggageman and as such is a first-class man.



MATTHIAS MALLOY.

He is very active and just as capable as ever of doing an honest day's work. It is needless to say that the patrons of his train are fond of him, as he has always practised the creed of courtesy and will go the full limit to show proper attention to any person that rides on his train. He is the kind of man that causes patrons to send letters to headquarters, same being reprinted in these pages, from time to time telling of how some train employe went out of his way to be courteous with the writers, or some relative or friend who rode with him on an Erie train.

Most of the free advice is handed out by people who want to get rid of it.

"BREVITY IS THE SOUL OF WIT."

THE caption of this article is placed in quotation marks, because it is quoted. It is peculiarly applicable to this offering to our readers, for the reason that it is hoped that those who read it will find it to their interest to be brief in writing letters, as brevity saves time both of writers and readers, and we are now living in an age where "time is money."

Since the typewriting machine and stenographer entered into everyday business life many persons seem to think that the more they say, the greater the effect, so they dictate lengthy letters and they are forwarded, typewritten, for another to read (wade through), and in nine cases out of ten a line or two would tell the whole story.

The late Samuel Sloan, President of the D., L. & W. R. R., was a man who always kept in mind the great quotation that heads this article, and he was accustomed to answer lengthy letters, type-written, with a pencil on a scrap of paper. Once he and the vice-president of another railroad met on an out-of-town trip, and the discussion of voluminous correspondence was engaged in. Said the vice-president: "Mr. Sloan, I often wondered how you get through so much work with so little effort, but when I received your brief note in answer to my letter, I quickly learned the reason." "Yes," replied the venerable president of the Lackawanna, "I usually wade through long letters, such as yours, and when I get the sense, answer them in a few words. I have found no reason, so far, for changing my course," and the vice-president profited by the words of his elder companion.

In the City of New York there is an organization called "Efficiency Society." Its purpose is to promote efficiency without adding to the commercial routine anything that is unnecessary. It was pointed out to the 300 business men present at the last meeting, that much thought was being given to labor-saving devices, while waste of time and money continued through neglect to promote efficiency by better organization.

The president of the above society is William R. Willcox, ex-chairman of the Public Service Commission. The creed of brevity was defined at the recent meeting by eliminating long introductions of speakers, and it was found that much valuable time was saved.

Dr. Melvil Dewey, who has eliminated the final l and e from his Christian name, did so for brevity sake. Dr. Dewey believes in the elimination of lengthy words and superfluous adjectives. This promotes efficiency without losing effect. It is argued by Dr. Dewey that there is a lot of wastefulness in unnecessary labor. The following is quoted from his recent speech at the society meeting, as applicable to the argument about brevity.

"ABOUT 15 PER CENT. OF THE ENERGY SPENT ON A TYPEWRITING MACHINE, IS WASTED IN YOUR OFFICES. LANGUAGE IS A MACHINE FOR ACCOMPLISHING RESULTS. IT IS MEANT TO CONVEY THE THOUGHT OF THE WRITER TO THE MIND OF THE READER, AND THE SIMPLEST WAY IN WHICH THIS CAN BE DONE IS THE BEST WAY. WE USE NEEDLESS WORDS AND FALSE MOTIONS."

One way to cut down correspondence is to eliminate words of two or more syllables, when others of one syllable can be used correctly. If you start to write a business letter and say, "Yours of recent date came duly to hand and contents noted," the sense could just as well be retained by saying, "Yours of the 12th inst. at hand." It's all a question of thoughtfulness, and if one applies himself to the elimination of superfluous adjectives and tries to make letter writing easy by brevity, he will be bestowing a lasting kindness on a long suffering business public, and saving himself and his stenographer and typist a world of unnecessary trouble.

When an officer of a railroad has occasion to dictate a letter to a subordinate, or a subordinate to an officer, it is well to keep in mind that a vast amount of time and labor (both of which represent money) can be saved by being brief, concise and to the point in the matter of the language chosen.

Maybe this article suggests gratuitous criticism, but it can be taken at its face value. Possibly those who spin a letter out to two or more pages, when one or less might contain the thought intended, can find food for reflection in its lines. The

man who suffers most by the long, unnecessary and superfluous flow of language, done in typewriting fashion, is he who must sit at his desk and piled before him a heap of letters of almost any length, which he wades through wth an angry expression on his face, and, in order to get the sense of the longer ones, must read them twice or thrice.

Let the writer of long letters think twice before he begins his long line of dictation to his stenographer; let him think of the one who must read them, and maybe he will conclude with the members of the "Efficiency Society," that as much can be accomplished by brevity, as verbosity.

The criticism of any person who reads this article is asked, in the hope that some great good may grow out of it, and that someone may hit upon a happy idea as to how both letters and telegrams may be reduced, not only in number, but in volume. Who has a suggestion?

RUBBER BAND STORY THAT IS NOT STRETCHED.

MR. L. S. KIZER, agent at Dunmore, Pa., who has a keen appreciation of a funny happening, recently wrote a letter to Mr. W. R. Conwell, agent, Duane Street, New York. He had a good story to tell, and he told it in breezy fashion. All fables are supposed to point a moral, and if this doesn't point one, then we miss our guess.

The letter reads as follows:

You will no doubt recall some remarks you made at Rochester in connection with the misuse of rubber bands, and the method you employed to prevent future waste of this particular kind of supplies.

We can go you one better, and, while the fact is appreciated, that a monkey is not always available, we dislike to spoil a good story (with a moral), for a little thing like that.

Our office boy (Murphy), in line with the average office boy, has always managed to accumulate a supply of rubber bands, which were used for various purposes in line with his duties and amusement, mainly amusement.

Repeated caution was of no avail; he simply "sneaked" the bands instead of asking for them, as had been the practice up to the time the matter was called to his attention, until we began to think it would be necessary to discontinue our connection with Murphy.

One of our patrons has a pet monkey and the boy, in the discharge of his duties, called at this place two or three times a week, and in the course of time very friendly relations were established between "Murphy and the Monk." In fact, the monkey grew to look forward to Murphy's visits with no small degree of pleasure. Murphy always had a treat of some kind for the monk—candy, peanuts, etc.—and taught the monkey to help himself from his pockets.

Among other tricks which Murphy taught the monk was to "shoot a rubber." On Murphy's last visit, the monkey, while searching in the young man's pockets for "goodies," connected with a rubber band. The monkey tried to "shoot a rubber" by holding one end in his mouth, stretch the band to capacity and let 'er go! but alas for the monk! He let go the wrong end. Murphy was de-lighted. He kept the monk supplied with rubbers and encouraged him to try, try again and for a time the fun was fast and furious. The monkey couldn't exactly see the funny side of the thing and grew peevish; the peevish feeling expanded until the monkey was mad clear through, and then things began to happen.

The monkey sprang to Murphy's back, pulled his hair, scratched and bit his face and ears; as a matter of fact, there wasn't anything left for the monkey to do when he got through. When the monkey finished with Murphy, the latter was a mess. Murphy finished the afternoon with the doctor and then took a solemn oath to never again misuse a rubber band.

T. J. BUCKLEY, SECRETARY.

At the Akron meeting of the Erie Railroad Freight Agents' Association May 23d and 24th, T. J. Buckley was elected to the position of Secretary.

A TRUTH SPECIALIST.

"Biggins says he is for the plain truth."

"Yes," replied the frank philosopher; "but so many people think they are standing up for the truth when they are merely standing out for a difference of opinion."

BASEBALL AT SPRING TANK.

A very interesting game of ball took place at Spring Tank Ball Grounds Sunday morning, May 11.

Manager McCormick of the Garfield team had his men well lined up and they did excellent work, but Manager M. Cooper of the Elect. team of the Signal Department has had his men practising every spare minute of late, and proved to be too much for the Garfield team, defeating them by a score of 35 to 26. The game lasted seven innings.

The line-up was as follows:

Elect. Team.	Garfield Team.
W. Vernon	J. Collins
W. Andrews	T. McKeowin
J. H. Storms	J. De Vries
F. Holley	J. McCormick
P. Bristoll	S. Gerveski
C. Moore	H. Battler
W. McAlpine	P. Slwyer
L. Keiser	J. Flick
J. Lewis	E. Heermauch

C. Cowley, Umpire; L. McCawley, Base Umpire. Both gave fair decisions.

"SAFETY FIRST," AN INSTANCE.

On May 8, 1913, at Pearl River, N. Y., George Schowerer, conductor of freight train which was pulling in siding, stood between main track and siding giving signals to his train, and at the same time a passenger train was pulling in on the main track.

The approach of the two trains evidently confused Schowerer, so that instead of stepping off to the side to be clear of both tracks, he held his position between the tracks, and as a result was struck and thrown under the passenger train, which accident resulted in his death.

From Correspondents Along the Line

HEADQUARTERS.

Maurice J. Angland, for many years a valued employe of the Auditing Department, was recently appointed a member of the Board of Commissioners of Assessments of the city of Paterson by the Mayor. Mr. Angland enters upon his new duties with the best wishes of a large number of friends, and we wish him continued success in his new position.

Mr. Elmer J. Hossfield, of the Pass Bureau and Miss Anna Kuhlke, were married at Paterson, N. J., on the evening of May 27th. They departed for Savannah, Ga., the following day, on one of the steamers of the Ocean Steamship Company. They will continue to make their home in Paterson.

NEW YORK DIVISION.

On morning of May 14th, there was a very interesting baseball game played at Passaic Park, consisting of teams from Passenger Yard, Brakeman H. Harter, manager, and Hostlers from Engine Yard. Manager, B. Sweeney. Score at end of game, 18 to 1, in favor of Hostlers.

The rumor which has been going around that Lester Judd Charlock, assistant maintainer at Terminal Tower, is married, is false. He is now making preparations to be married on June 29, 1913. The bride-elect is Miss Kathryn A. Waldron. All the boys of the Signal Department extend heartiest congratulations. The honeymoon will consist of a trip to Niagara Falls, where they will spend one week.

Another of the popular maintainers of the Terminal Division is Walter H. Fryer of Grove St. Tower. He has an application for a vacation, which he would like to get, in order to take care of his chicken farm in Passaic, as the young chicks are about due to arrive.

Paul Nedbraski, maintainer at Terminal Tower, J. C., now belongs to the Order of the Red Spot. He received the button recently. Paul is still guessing where it came from.

The following letter was sent to Mrs. M. Babcock, representing the sympathy of the association on the death of her husband, who was electrical maintainer at Chester, and was employed by the Signal Dept. for the last 16 years. He was considered one of the best maintainers on the N. Y. Division. Mr. Babcock died April 8, 1913, and was buried April 11. A large number of the members of E. & B. A. were present.

Paterson, N. J., May 6, 1913.

Mrs. M. Babcock,
Chester, N. Y.

We have learned of and felt with profound regret the death of our brother, your husband.

We condole with you most sincerely on the sad occurrence, and if the sympathy of friends can be any consolation to you, under the trying circumstances, be assured that all who knew him share in your sorrow at

his loss, and we, as fellow workmen, feel deeply his absence from our midst. There is, however, a higher source of consolation than earthly friendship, and commending you to that, we remain,

Erie Signalmen's Benevolent Ass'n.
W. A. Sproat,
M. Cooper,
Committee.

DELAWARE DIVISION.

Miss Mary A. Healey, our esteemed janitress, was confined to her home during the latter part of May on account of a severe cold.

Elmer Hoffman, clerk in superintendent's office, has transferred his affections to the office of the night engine dispatcher on the New Terminal side, Robert Kane of the Printing Department taking the position left by Mr. Hoffman.

C. R. Smith, late date general yard foreman at Susquehanna, upon whom we lavished more of our time and attention than any two men in Susquehanna, has shown his gratitude by accepting promotion to supervisor of sub-division, from Susquehanna to Owego, with headquarters at Binghamton.

Chas. E. Graffius, who has held the position of physical director of the R. R. Y. M. C. A. for the past two seasons, has tendered his resignation; same was effective June 1st. During his stay at this place Mr. Graffius has earned the reputation of being an energetic worker in his line, and especially among the younger people, and will be greatly missed by them. He has also given travel lectures illustrated by the stereopticon, which have been witnessed and enjoyed by many. Mr. Graffius will leave shortly for his home in southern Pennsylvania. The position of physical director will be left vacant until next fall.

General Manager A. J. Stone and Assistant General Manager R. S. Parsons were recent visitors at this place.

The rehearsals for the May Festival recently held in the Hogan Theater by the Library Association, were held in the big gymnasium of the Y. M. C. A.

BRADFORD ITEMS.

On May 23d, Mr. W. L. Wells received an interesting letter from William Carey, sales agent of the Motor Car Equipment Company, in San Francisco, Cal., formerly a well-known resident of this city; who reported having seen Mr. and Mrs. Thomas Holleran, and Mr. and Mrs. Frank Maginn, of this city, who are attending the convention of the Brotherhood of Railway Trainmen in San Francisco. Mr. and Mrs. Thomas Farrer of this city are also in attendance. Mr. Carey also writes that the big exposition to be held in 1915 in San Francisco promises to be a most remarkable event in the history of the West. The location of the grounds cannot be surpassed, he wrote, and the views to be seen from it are out of the ordinary. While a resident of Bradford, Mr. Carey was employed by the Erie Railroad.

Two old school chums met Dell L. Tuttle of Buffalo and visited W. L. Wells. Mr. Tuttle is sales agent for the Philadelphia & Reading Coal & Iron Company, with headquarters in Buffalo. He was formerly chief clerk for J. T. Gardner, former general superintendent of the B., R. & P. Railroad in this city.

William Sexsmith, of Hornell, formerly master mechanic of the Erie Shops of this city, who has been spending several days here, has returned to his home.

T. W. Collins was in attendance at the Freight Agents' Meeting, held at Akron, O., May 23d and 24th.

H. L. Wallace, of Hornell, has accepted a position as clerk for Storekeeper H. E. Tice.

Frances Riley has accepted a position as night clerk at the freight house.

On Thursday, May 15th, Mr. Laird Woodruff Hendricks, foreman of the Bradford Shops, was united in marriage to Miss Bernice Alfred, in Jacksonville, Fla. After the wedding, breakfast was served, the happy couple left on the "Mohawk" for New York, en route to their future home in Bradford. The bride and groom were formerly students in Stetson University, De Land, and it was there the romance began. Mr. and Mrs. Hendricks have the best wishes of many friends in their wedded life.

Mr. and Mrs. Clayton Morrison have returned from their southern trip, which included St. Augustine, Key West and Jacksonville, Fla. Mr. Morrison had much experience in taking pictures, especially of the ferocious alligators, which, by opening their mouths, showed what a nice meal he would make. But, nevertheless, Mr. and Mrs. Morrison arrived home safely.

The "Old Reliables" of Bradford put it onto the B., R. & P. team in a game of baseball. The game lasted five long innings, which was long enough.

The clerks of the B., R. & P. and the Erie railroads, met in their scheduled "wreck" at the Bradford Driving Park, Wednesday, May 7th. The B., R. & P. ball team was slaughtered to the tune of 16 to 3. Manager Bell of the Erie forces did not use his veteran pitcher, "Tim" Collins, but trotted out something just as good in the person of Isador Ertz, who had the B., R. & P. team eating from his hands at all stages. Five innings were deemed sufficient by Umpire Moffatt, who waved the badly-beaten B., R. & P. boys to their corners and awarded the game to the "Old Reliable" bunch, without going through the formality of a count. One of the features of the game was the batting effort of "Tim" Collins, whose mighty swings brought forth an accompanying grunt from the sympathetic fat men in the audience.

SUSQUEHANNA SHOPS.

New K-4 fast freight Pacific type engines have been delivered from the American Locomotive Co., Schenectady Works.

General Inspector T. H. Marriott of Meadville, General Foreman Boilermaker F. A. Griffin and Machinery Inspector H. L. Burrhus, were among the recent visitors at Susquehanna Shop.

Foreman Boilermaker E. C. Umlauf is in attendance at the convention of the Master Boilermakers' Association in Chicago.

Due to rain, the ball game scheduled for May 24th, between the Shop Foremen and the Clerks, was postponed. Thus the opportunity of making the big leaguers (also the bush leaguers) green with envy, was lost.

P. J. Rees of the Meadville office, was officially engaged at this point a few days ago.

Road Foreman of Engines Leon Barnes has returned from a visit to the Pacific Coast.

J. A. Crocker has accepted a position in the master mechanic's office at this point.

W. T. Lytle, fuel inspector, was a recent visitor at Susquehanna.

J. F. Reed of the master mechanic's office was a visitor at Scranton a few days ago.

Andrew Dillon of Waldwick, N. Y., a former Erie employe at this point, is visiting relatives here.

Mr. Bell of the Locomotive Superheater Co. paid Susquehanna a visit about the 20th inst.

Engines 401, "Frank Hebe," and 509, "Michael F. Fritz," have been turned out of Susquehanna Shop, T. B. M. F. repairs during the present month.

Foreman Donald Allison of Blossburg was a recent visitor at the local shops.

We read with great pleasure of the heroic conduct of our fellow workmen on the west end during the recent flood. Congratulations, John; may your speed never grow less.

Susquehanna also had a flood, but these eternal hills were never more welcome than during our recent wetness. The bridge was threatened for a time and the electric power was off at frequent intervals, causing a shut down in several departments of the shop, but we were surely very fortunate. Erecting Foreman Len. Smith reports the loss of a valuable tub of sauerkraut and several bottles of boiled cider.

Mr. Sholl is duly established as general roundhouse foreman in place of Mr. Anderson, who resigned to accept service elsewhere.

The new K-2's, which passed through here on their way east, attracted considerable admiration. We should have liked to try them out on our division before sending them on, but were denied that pleasure.

There will be a big noise in one department of Susquehanna Shop during June, but we must not explain as yet.

Wheel Shop Foreman Wm. Heller is the proud father of a 10-lb. heir. Yes, we smoke cigars.

ALLEGHENY DIVISION.

Jos. W. Foote, our popular division engineer, was recently united in marriage to Miss Helen Maxcey, of Elmira, N. Y. The couple, after an extended eastern trip, returned to Salamanca, N. Y., where they will reside. Congratulations.

F. M. Hawley, superintendent of the Allegheny and Bradford divisions, was officially engaged at Du Bois on May 23d.

A. J. Davis, general foreman, was in attendance at the Shriners' Convention held at Dallas, Texas. "Jock" never fails in his Masonic duties.

E. G. Johnson, employed as stenog-

rapher in the superintendent's office, has been transferred to the freight office, on account of the resignation of J. M. Lilly. C. L. Lord of Jamestown has accepted the position in the superintendent's office, made vacant by Mr. Johnson's transfer.

The work of filling in the two big trestles at Riderville has been started and is now well under way. It is quite a heavy piece of work and will probably take until late in the fall to complete.

Chief Dispatcher W. H. Daley has returned from a brief visit to Greycourt, N. Y.

Car Distributor D. E. Collins spent Sunday, May 25th, at his home in Hornell, N. Y.

General Yard Master J. Harvey is in attendance at the O. R. T. Convention now being held in California.

May 13th, 1913, witnessed the departure of W. H. Moffat from Superintendent Hawley's staff. "Bill" has accepted a position as signal maintainer.

W. E. Curtis has accepted the position of clerk in the superintendent's office made vacant by Mr. Moffat's transfer.

G. H. Witherall, chief clerk to the agent, was in Rochester, recently.

KICKS FROM KENT.

George Wolf and J. M. Waddy, inspectors, are now located at Hammond, Ind., looking after freight car repairs made at contract shop.

Jack Bartram as manager has reorganized his ball team for the coming season and expects to get good results from same.

Sidney Bowers has made arrangements with an eastern sardine company to furnish small fish for canning purposes. His latest catch was 27, which weighed, all told, 4½ lbs. Some fisherman.

The urgent demand for freight cars is keeping the freight car repair force busy, and all departments are working full time.

C. E. Frasier, storekeeper, accompanied by Mrs. Frasier, attended the annual convention of storekeepers at Chicago, and reports having had a profitable time, taken from a social and business standpoint.

The flood repairs around Kent and vicinity have been completed, and trains are running same as in the past.

Deacon Bly has closed a successful season on the vaudeville stage, having made a hit with Kent audiences. He is looking for bigger game and expects to tread the footlights on the road the coming season.

J. C. Green, piecework checker, and Ben Sawyer, attended a fraternal convention at Toledo, recently, and both were impressed with the city and the entertainment received.

The effort to improve on and to accomplish 100% price and applying safety guards on machinery, have kept all departments on the jump the past month.

GALION, OHIO, NOTES.

The new wash-room erected for the employes of the shop, has been placed in service and is greatly appreciated by the boys. The furnishings of the building are of the very latest type and present a most beautiful appearance.

C. B. Koser, formerly of the Cleveland-Galion Motor Truck Co., has taken a position in the offices of the master mechanic.

Master Mechanic G. T. Depue, has joined the ranks of auto owners, recently purchasing a handsome five-passenger Paige touring car. General Foreman, John Finical, is also becoming infected with the "auto bug" and his friends expect to see him soon at the steering wheel of a six-cylinder roadster.

H. B. Engel, of Huntington, Ind., has been stationed at Galion shops as special watchman.

Engine 31, owned by the Eyre-Shumaker Construction Co., of Philadelphia, Pa., has been turned out of the Galion shops, after undergoing necessary repairs. The engine is being used in double track work on the Chicago division.

Galion has again been made the terminal for the local freights of the third division, which now run from Galion to Kent and return. Daily trips are made by a local between Galion and Marion.

JERSEY CITY SHOPS.

The fishing craze has hit the N. S. Shop and Louis Aretz made up a party consisting of Ulrich, Frueh, John Schuh, Max Schoger and himself. They went fishing off Coney Island for Blackfish, but from the way Max Schoger was chumming with chewed-up sandwiches and various other articles of diet, one would think they were after Bluefish. Max put away two meals when they arrived on shore.

Ed. Hughes and Charley Fischer, Joint Owners of the crack, (not cracked), motor boat "Louise", have opened the season on the Hackensack River. They expect to take part in some motor boat races very shortly.

Dave Gordon, instead of taking Physical Culture lessons, pushes a half ton (he says that's what it feels like) lawn mower over his lawn two or three times a week. Dave thinks there is wire grass growing on his lawn, judging from the looks of the cutters on the mower.

Little "Dan Cupid" has another victim. His name is James Carney, and the event will take place this month, the "month of roses." Wish you plenty of luck, Jimmie!

A five-man bowling team, captained by Wm. Hakemeyer of the North Side Shops, met and defeated a similarly composed team from the South Side Shops, captained by Jack Graham. The scores follow:

	1st Game	2nd Game	3rd Game
North Side	837	834	776
South Side	701	775	719

Capt. Graham intends putting some new men on his team and again try conclusions with the North Side boys.

Judged from the advance sale of tickets, it looks as if the Picnic of the "Don't Worry Club" will be a record-breaker. The Picnic will be held at Pohlman's Pavilion, Jersey City, N. J., on Flag Day, Saturday, June 14th, 1913. The Committee in charge is composed of Jos. Cairns, Chairman; J. J. Snyder, O. Ranges, R. Zepp, Wm. Hakemeyer, H. Schofield, I. J. Reardon and N. E. Young.

Tom Costello was invited to take a ride in an auto owned by a friend of his, a farmer. Tom sat in the rear and said to his "rube" chauffeur in front: "This is the first time I have ever been in one of these things." The rube replied, "Shake, same thing here." Tom got out of the auto.

The Erie Hose Company No. 1 of Jersey City has decided to hold its second annual outing at N. E. Warmolt's, Greenwood Lake, on Sunday the 15th of June, 1913. The following events will take place at Greenwood Lake: A 50- and 100-yard dash, 1-mile novice and 3-mile handicap race; also a three-legged and sack race, open to all.

It is with much regret we state, that we shall not enjoy the presence of our last year chef, Wm. Hakemeyer. "Swatch" the matter, Bill, are you sore? The price of tickets for this outing shall be $1.50. The fire team wishes to inform all concerned that it has engaged the services of a competent chef named "Baldy" Schuler, who has a record of being the best chef between the coasts of Maine and California. A. Sorrentino, otherwise known as "Peanuts"; C. Williard, alias "Froggy" and Oscar Ranges, will be scratch men in the 3-mile handicap, race. Chas. DeHalle, known as "Shoelaces", hailing from Belgium, will give an exhibition of fancy and high diving. Lookout "Shoelaces" the water is shallow. There will be a walking match between "Abe" Schrier of Haledon and Charley Beenson, of Pearl River, starting on the 14th from Jersey City to Greenwood Lake and returning on the 15th. What's the matter, boys, tickets are only a dollar and a half. Arthur Maxwell pipe shop foreman has decided to render his services in juggling the refreshments. Arthur is some juggler. Don't get sore, Arthur, for a knock is a boost. Wm. Doremus will not be able to attend, for reasons which we do not know. Well, Bill, we hope it is a girl; if so, don't forget the chicken dinner Fischer is to furnish.

BUFFALO CAR SHOPS.

An inspection party of the Erie officials was at shop May 2d. The annual banquet was held at the Iroquois Hotel. The Erie officials created quite a furore in our city, and practically the freedom of the city was extended to them. Buffalo feels proud to honor our leaders at any time they arrive in our city, as "Old Reliable" Erie R. R. is one of the great arteries that bring the business to Buffalo. One of the pleasurable items was an inspection of our magnificent water front. Through the courtesy of our very efficient Mayor, Mr. L. P. Furman, the use of the police boat Grover Cleveland was offered and accepted. The visit was made more enjoyable by this, and a very pleasant recollection remains with them that enjoyed the courtesy of the Buffalonians.

Business is booming at the Erie Docks now; the lake is practically clear of ice and both the Detroit and Cleveland boats are running.

The boys are taking many an anxious look towards Crystal Beach.

The output of steel cabooses being built at Buffalo Car Shop is progressing very rapidly. There is also

something that is very interesting to the general public—steel ends are being applied to box cars, which, if successful, will cause quite a furore in car building.

Floyd Gurney has returned to his desk after his recovery from a very severe accident.

Dave Frazer has named his new canoe "Vesuvius."

The fire team is in constant practice, being drilled regularly by Chief Goldsmith and Asst. Chief O. Truhn.

H. McKenna has resigned his position as foreman at the docks, to better his position. We all wish him success in his new undertaking with W. J. Connor.

All departments at the Buffalo Car Shops are working full time, and the output of passenger and freight cars is very creditable to the heads of all departments.

Buffalo is going to annex Tonawanda. Good news for George Carp.

John Davis, requisition clerk, is seriously thinking of taking a trip to Dear Old London, England. Perhaps he will manage to stop the Suffragette's madness. Keep away from The Strand at night, John.

Mr. Goldsmith is quite a walker, making a hike of about six miles daily, and allowing for all stops, I have known him to arrive home before the street car does. Some stunt that. The best of it is, it is true. But he has to pass the bubble factory, perhaps that is the reason.

Police Officer Collins is confined to his home with a very severe attack of illness. We hope soon to see "Mike" around again.

F. Phillips is extending invitations for Sunday, June 22d, to all Erie employes to take a trip around the Island with his Fishing Club. As Mr. Phillips is well-known for his entertaining ability, there is no doubt that all that accept will have a thorough good time.

W. H. Pittaway, piecework checker in Blacksmith Department, received a very agreeable surprise on arriving home to lunch on May 12th, in the shape of a bouncing baby daughter. Quite a bunch of humanity, weighing in the neighborhood of 13 lbs. Bill is all smiles these days, and is making a lot of good resolutions concerning his daughter's welfare. Already she is to be trained to a musical education at Bryn Mawr College, but under no conditions is she to become a suffragette. More power



This Insurance Certificate May Save You the Cost of a New Watch

It absolutely insures you a watch that will pass railroad inspection upon any railroad in the United States for five years to come.

You can get this guaranteed watch protection on South Bend Studebaker watches only, as the manufacturers of these famous railroad watches are the only ones who have dared to insure a watch to pass future railway watch requirements as well as those of today.

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RAILROAD WATCHES

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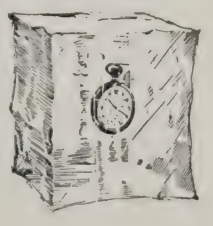
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Have your Inspector show you a Studebaker. Ask him about the price and write us for a copy of this Insurance Certificate. Get full details before deciding upon a watch.

South Bend Watch Company

61 Endmore St.

South Bend, Ind.



to you, Bill and Mrs. Pittaway; a very good start.

We hear on good authority that O. Truhn, piecework checker in the Passenger Department, and captain of the Fire Department, has been selected by cupid and is to become a benedict. He is learning the song, "I'll Be All Smiles To-night Love."

Sam McDonnell, painter, and family, have moved to Crystal Beach for the summer months.

Tom Gibbons, watchman, is thinking of going into the real estate business as a side line. As he is a thorough honest man, you can safely hand your sales over to him.

Both the Erie Railroad and the city of Buffalo sustained a great loss by the fire at the Erie elevator on May 15th. The fire made a very spectacular sight and the cupola could be seen for fifty miles up the lake. No doubt with the energy of the Erie officials, a handsome structure will be built in the near future, that will far surpass anything on our water front.

Answering A. J. Orth's letter from Cincinnati, Ohio, Mr. Hauser says it would be impossible to bowl Mr. Orth's man now, as it is late in the season to bowl. Probably a match can be made to bowl a game in Buffalo and one in Cincinnati in the fall. Anyway it shows the proper spirit of the good Erie man's F. & G. F. (Fun and Good Fellowship.)

There must be quite a few fires at Avon, for every time Kaiser Johnny Jacobs visits us, he has a new suit. Some swell guy this Johnny Jacobs.

WHO'S WHO ON THE ERIE.

Who is the Geek you see each day,
From morning until night?
Who is never, never rattled,
Whose brain is screwed in tight?
Who wears the birdie in his coat
No matter where he goes?
The main Gazoo at the Arsenal,
A very short time ago,
Who pulled your leg for one solid plunk,
'Twas strange, he was no myth.
He's right in line at any time,
Mausier La George Goldsmith.

BUFFALO MACHINE SHOP.

Some of the boys are beginning to get the baseball craze and are rounding up in great shape. During a recent practice game, Pete Sloan was in the pitcher's box and the opposing side was banging the ball in great shape all over the field, when finally he was taken out of the box by Captain Eddie Heitzer and another man



"Son, Here's A Good Watch For You"

"I BOUGHT it when I started railroading twenty years ago. It has been a splendid timekeeper. You are old enough now to give a watch good care and the wearing of it will help you to be more prompt and exact. Then, too, I want it to remind you every day that your old father cares for you. I am getting a new watch that answers my purpose better because it has a clear distinct figured dial I can see in the dark, an extra hand that tells me when to wind and an unexcelled reputation for timekeeping."

Make *your* boy happy. Give him your old watch. And don't forget to ask your jeweler for the most up-to-date railroad watch the 19 jewel B. W. Raymond with winding indicator and 49 dial.

$44.00 in the thin model 25 year case.
$42.00 in the thin model 20 year case.

At all dealers.

Elgin National Watch Co.
10 S. Wabash Ave., - Chicago, Ill.
E. M. 6

substituted, who held the opposing side down to only one hit. Alvin Stumpf, who was one of the spectators, and, by the way, is somewhat of a baseball fan himself, remarked: "I wonder why they took Pete Sloan out of the box; he is a good pitcher and can hit the bat most every time, and this fellow only hit the bat once.

The Buffalo Machine Shop Fire Brigade is getting into shape for the annual contest. Chief Reinhardt says it will be all gravy the next time.

Ed. Tredennick, foreman boilermaker, and General Foreman J. N. Gaiser, contemplate going on a fishing trip. We wonder where, probably at Brush's Brick Yard Pond.

T. F. Howley, inspector of locomotive service, was a recent visitor at this shop, attending to his official duties.

J. C. Pierce, formerly piecework checker at this shop, has accepted a position at locomotive fireman and is making good. Best wishes, John.

BRIER HILL SHOPS.

T. F. Gorman, L. Osborne, S. Kihm and S. B. Hartranft took in the Cleveland-Philadelphia ball game at Cleveland, Sunday, May 18.

W. Davison, boiler inspector, resigned his position to take service with Brier Hill Steel Co.

W. Tracht, roundhouse foreman, spent Saturday in Cleveland. Mr. Tracht is contemplating a trip to Kent in the near future.

Geo. Armstrong, station fireman, and J. Smith, labor foreman, will tour Ohio in Mr. Armstrong's automobile in August.

The Brier Hill Baseball Team is now ready to meet all Erie Shop teams. Address J. H. Sweeney, manager, for dates. They are trying to arrange a series of games with Cleveland Shops.

Charles Hartranft, caller, has accepted a position in oil house.

C. Humason, pipefitter foreman, went to Warren, fishing, forgot to hitch his horse and when ready to return home he found his horse was missing. He got tired waiting and came home. Mr. Humason waled.

N. Labriola and L. Fagnano have served their apprenticeship as boilermakers' apprentices and are now full-fledged boilermakers.

The Fire Company is getting ready for its daily practice, so would advise the other shops to get busy, as we expect to bring the cup to Brier Hill.

J. Anderson, shipping clerk, resigned, has secured a position with Brier Hill Steel Co. Mr. Rafferty takes Mr. Anderson's place.

L. Connons, machinist, who has been sick for some time, is able to be out, but has not returned to work.

The umbrella raffled off by the Fire Company was won by Joseph Cronin. Mr. McDonald, machinist, was so sure he would win it that he promised it to his wife for a birthday present.

Samuel Riley, son of Wm. Riley, machinist, has accepted a position as pipefitter helper at night.

J. Kihm, night roundhouse foreman, besides being a first class machinist, is also a first class farmer. The writer spent some time in Mr. Kihm's farms and found everything up to date.

James Todin, boiler maker, moved his family from New Castle and is very nicely situated on Federal St.

Have organized a Safety Committee at shop, with T. F. Gorman as chairman, "Safety First." They are doing good work. "Be sure you are right, then go ahead."

Engine 672, which is being used for switching service, has been named Clyde Court, in honor of Mr. Court, its engineer. The boys take considerable pride in this engine.

MEADVILLE SHOPS.

The Bronze Metal Company has broken ground for the new plants and the excavation for the foundations are completed. The walls are now rising fast. The floor of the moulding room will be solid concrete. Mr. Secrist, who has been general foreman of the plant, has been promoted to general superintendent of the merged plants, with a lucrative salary.

The second of the new type of engines known as "K2," passed through from Lima, Ohio, Locomotive Works, assigned to service on the Eastern Division.

Mr. Reid, passenger conductor for many years, will reach the age limit at the end of the current month. Mr. Reid has been connected with the Erie system since the construction of the A. & G. W. Railway. He is still hale and hearty, and it is the wish of his many friends "That he may live long and prosper."

The rooms of the Erie Police now present a very warlike appearance. Winchester rifles, revolvers and ammunition galore are on hand, and Captain Abel and Lieut. Rich feel able to cope with anything, from a

train-riding gang to a regiment of Japanese soldiers.

The Erie's apprentices, under the auspices of General Foreman Sutherby and J. C. De Saussure, have formed a social club of 65 members, whose purpose is sociability and a good time. The first stunt is to be a gastronomic one in the shape of a banquet at one of the leading hotels.

There has been placed in one of the business houses of the city an exhibit of what the two-year-old apprentices are doing under the instruction of J. C. De Saussure. The exhibit is very much admired and the talk of the town. The local press is very much impressed with the exhibit. It compares favorably with exhibits made heretofore by the Correspondence Schools of Scranton, Pa. It consists of masterpieces from the drafting room, machine, blacksmith, copper and tin shops, pattern makers and tool room. A group photo is shown with the exhibit. On the whole it is a great credit to the instructor and instructed.

President Underwood visited the shops twice during the past month.

On the 20th of May Mr. Stickney, assistant to President Underwood, also visited the shops.

"Back to the Soil" has again been exemplified, Assistant Engine Despatcher H. H. Brown purchasing a farm a few miles south of the City. May bumper crops be your portion, Harry.

The Erie Employes' Mutual Benefit Association met in annual conference at Kent, May 17. E. J. Williams, president; J. E. Bailey, vice-president; F. J. Jones, secretary and treasurer.

Master Mechanic T. J. Cole has joined the autoists and now rides in a fine Overland car.

CLEVELAND SHOP CHIPS.

Cupid paid two visits to the Pipe Shop, in the month of May, and is still looking for victims. He succeeded in uniting in marriage on May 14th, John Sleeman, pipe fitter, handy man, and Miss Millie Bluebugh of Vale Summit, Cumberland County, Maryland, and on May 21st James Huska, pipe-fitter, and Miss Mary Henesch of Cleveland. We all wish those two loving couples God's blessing on their new undertaking. The market is wide open for all, especially in the Pipe Shop.

There is certainly some push be-

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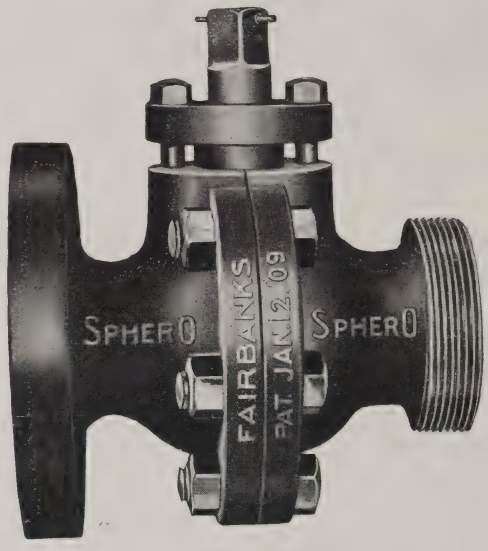
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THE FAIRBANKS COMPANY

NEW YORK

hind our big chief, John Moore, of the Fire Dept., when it comes down to an effort to get new uniforms for the fire company to make a good showing at the next meeting, which will take place very soon. We advise one and all, if they have not got tickets for this valuable umbrella, which will go to the lucky one. Now is the time to get into the boat and help the good thing along. John is on the spot at all times and his winning ways should be admired by all.

We had the pleasure of a short visit from our friend, John Elliot, late foreman of the rod shop, who is now located on the I. C. at Memphis, Tenn., and from all indications he is making good and is much taken up with his new abode.

Our popular storekeeper, R. C. Carlson, attended the tenth annual convention of the R. W. Storekeepers' Association, held in Chicago the 19th, 20th and 21st of May, and reports one of the largest and most enthusiastic meetings in the history of the association. He had the pleasure of meeting our old friend, G. C. Diamond, late storekeeper at Cleveland, who is now located at Memphis, Tenn. The program those two old cronies had mapped out for business and pleasure, combined, would make a very entertaining novel.

We have now located on the shop track for a few weeks air brake instruction car No. 99, with G. A. Allen, instructor. Engineers and firemen and also the shop men are greatly interested in the lessons they are getting, and more particularly on L. T. E., which is very interesting to all.

The Car Dept. is having quite a few changes and the most important are the resignation of J. W. Egan, asst. foreman of the Car Dept. This vacancy is ably filled by G. W. Kirk, promoted from mill hand. Mr. And-

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CLEVELAND, O.

erson succeeds G. W. Kirk and is making good. A. J. Jordan, piecework checker, resigned; Neuman Hooker, storehouseman, promoted to piecework checker; W. J. Egan, assigned to other duties at his own request; Clarence Myers, M. C. B. clerk, promoted to steel car foreman, vice W. J. Egan; Chas. Boehn, promoted from car record clerk to M. C. B. clerk; Louis Glosh, storeroom dept., promoted to car clerk. Mr. Becker was assigned to the duties of L. Glosh in the Store Dept.

G. W. Ryder, of the tool room, and Thed. Werner of the Pipe Shop, attended the meeting of the E. R. R. M. B. A. in Kent on the 17th of May, and report a good attendance, and everything passed off in the usual way. A change in officers was made to relieve the strain that was on our late president, C. Everts. F. A. Williams of Kent, O., was elected in his place and F. J. Jones was re-elected secretaray, and he is without a doubt the right man in the right place. If we all do what was requested of us at the meeting, everyone get one new member, the association will be in a prosperous condition when the next meeting is called.

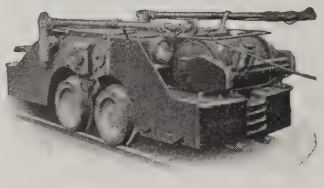
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FOR SALE—J. W. York b flat Cornet, gold lined bell and gold engraving, leather plush lined case. Instrument been used about two weeks. Original cost $62, will sell for $40. Write me. H. L. Hoard, Erie Tel. Opr., 91 Main Street, Salamanca, N. Y.

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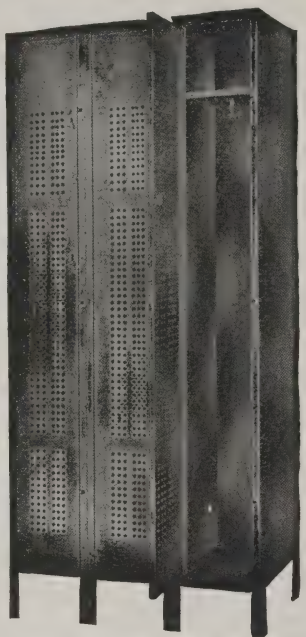
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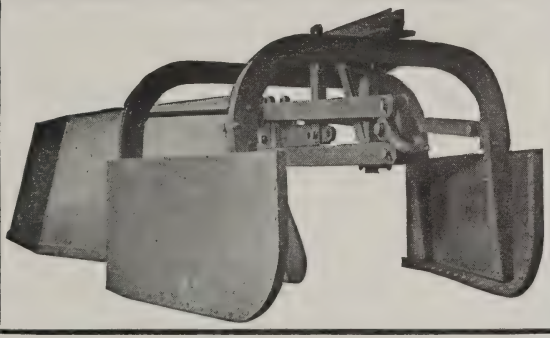
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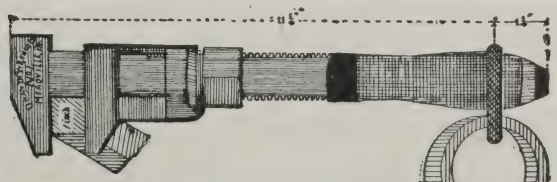
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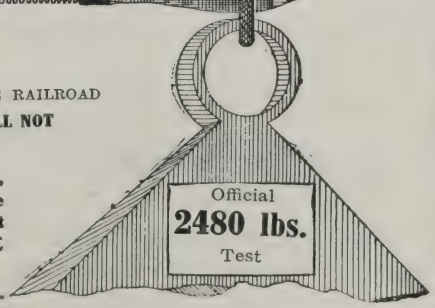


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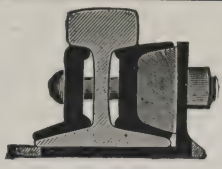
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1913

JULY

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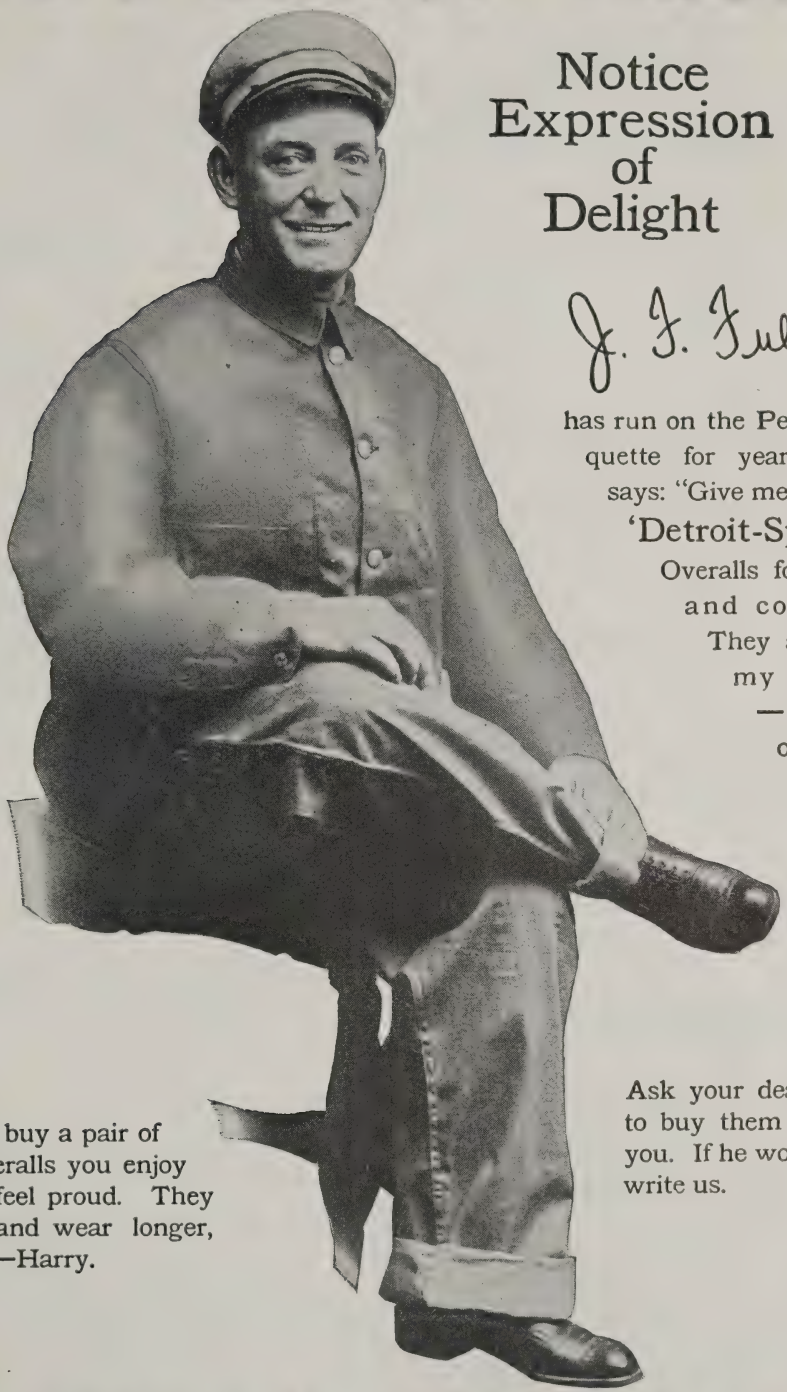
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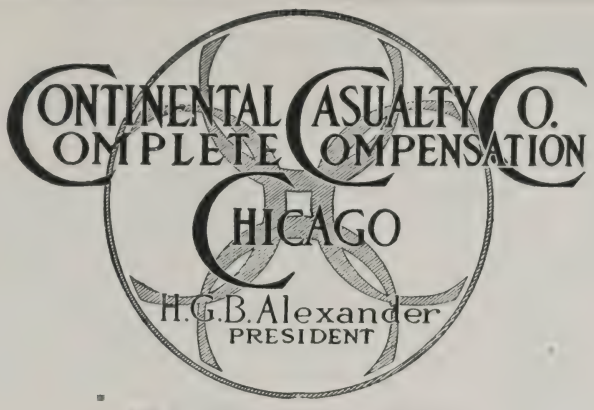
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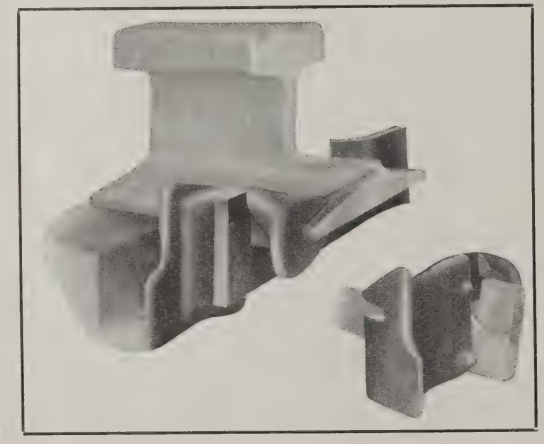
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Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 50 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 9. JULY, 1913. No. 5.



OSGOOD FROST BARNES.

OSGOOD FROST BARNES.

Osgood F. Barnes fills the unique position of division engineer and trainmaster of the Delaware Division, and is the only man on the Erie system to hold both positions.

Mr. Barnes was born in Chelsea, Mass., August 24, 1875, and graduated from Chelsea High School, June, 1892. Prepared for Harvard Law School, but following brief experience in business he decided to take up civil engineering and studied at the Mass. Institute of Technology.

He was first employed on engineering work by the Metropolitan Sewerage Commission of Mass., March 1, 1895, as rodman, continuing in service of that Commission next six months as rodman, transitman and eng. inspector in various locations about Boston during construction of the Metropolitan Sewerage System. He was assistant auditor, Metropolitan Water Board, from Sept. 1st to Nov. 30th, 1895, returning to Sewerage Commission Dec. 1st, as assistant transitman on preliminary surveys for Neponset Valley sewer in Hyde Park, Mass.

He entered railroad service Feb. 1, 1896, as rodman, Boston & Maine Railroad, at Boston, Mass., and after working as draftsman and transitman was transferred at own request from Engineering Dept. to Road Dept. of that road in Oct., 1897. After next eight months service as laborer in that department, acquiring practical knowledge of details of maintenance of way work, he served successively in all intermediate subordinate positions, resigning as assistant roadmaster (acting), Eastern Division, Portland, Me., in December, 1900, upon death of father, to attend to personal matters.

Being otherwise employed, meanwhile, he returned to railroad work July 1, 1902, as assistant engineer, Pittsburgh, Shawmut & Northern Railroad, being employed during that summer at Angelica, N. Y., as resident engineer in charge of restoring some five miles of washed out road, afterward having charge of inspection of concrete masonry construction and later on, of all track laying and ballasting on some 35 miles of new construction. Was transferred as assistant engineer from the Engineering Dept. to the Maintenance of Way Dept. of same road in July, 1903, and appointed general roadmaster, succeeding to the position and duties of engineer maintenance of way Sept. 1, 1903.

He was appointed division engineer, Erie Railroad, at Rochester, N. Y., April 20th, 1905, and transferred to position of division engineer, Delaware and Jefferson divisions of this road, with headquarters at Susquehanna, Pa., June 1st, 1908.

On June 15th, 1912, Mr. Barnes was appointed trainmaster of the Delaware and Jefferson divisions as well, since which to present time he has handled the detail work of both operation and maintenance, welcoming comparison with past records in either department, as to results shown from standpoints of safety, service, economy and efficiency.

Being always impartially fair, he is able to maintain the strictest discipline and still holds the respect and co-operation of the men in all classes of service, alike.

The improvement in maintenance conditions on the Delaware Division is so generally known and remarked on, that any special recital of details seems hardly necessary.

Mr. Barnes is a member of the American Society of Civil Engineers, American Railway Engineering Association, American Railway Bridge & Building Association, Railway Signal Association, American Society of Engineering Contractors and the National Association of Cement Users.

A feature of the Maintenance of Way Department that is given careful and unremitting attention; is low joints. Every division engineer knows what this means, and the subject is constantly up for discussion at the regular meetings of the men in this department, all of which are addressed by the heads. At a meeting held at Port Jervis, N. Y., on April 9th, last, Mr. G. B. Owen, engineer maintenance of way, Lines East, stated to the men that in 1908 there were 8,465 low joints on the Delaware Division, and in October, 1912, just four years later, there were only 488, equal to a decrease of 94%, which is a greater decrease than the general average for the Erie Division, and he further stated that probably 250 of the low joints last registered on the Delaware Division were due to bad rail.

The foremen were addressed briefly on the subject of planning work by Division Engineer Barnes, who reviewed the improvement effected in the details of maintenance of the Erie during the past several years, thank-

ing the men for the co-operation and interest they had always shown in all his dealings with them and which the improvement made in this territory surely proved. He made the point that this gain over the old indifferent conditions which all remembered was due to system in planning and programming necessary work, and then to having carried out everything so far as permitted. He urged the men to continue definite aim based on their best judgment always, as to what may be most necessary to further improve conditions and to keep on always to the accomplishment of whatever is decided upon and authorized, as the best of plans mean little or nothing if not carried out. Results count; plans lead directly to results and make them possible.

It may be said in conclusion that, as far as can be learned, the real full combination of duties of trainmaster and division engineer on a trunk line division of the Erie, was never before tried, and it is paying Mr. Barnes a compliment in saying that he has "gotten away" with the work of both offices in a manner that reflects great credit on his good judgment and executive ability.

WATCH FOR EMIL J. BAUER.

On May 23d and 24th, a big meeting of the Erie Railroad Freight Agents' Association was held at Akron, Ohio.

Lack of space, alone, prevents the publication of all that happened at that meeting, but with business pleasure was combined and a surprise was sprung on one of the most popular officials of the Company located at the New York end of the big system.

Emil J. Bauer, manager, Lighterage and Foreign Departments, was presented with a handsome gold watch as a mark of esteem and appreciation of his services as secretary of the Association, which office he recently relinquished.

P. H. Garrity, agent, Jamestown, N. Y., made the presentation on behalf of the members, and spoke highly of Mr. Bauer's services, giving credit for the wonderful progress of the association to the untiring efforts and resourcefulness of Mr. Bauer.

Mr. Bauer thanked the members warmly and spoke of the assistance he received from the members and officials in bringing about the highly successful and satisfactory results obtained for the association, and mentioned, particularly, how loyalty to the company was always rewarded.

His twenty-three years of continuous service was briefly reviewed by Mr. Bauer, and he stated that he felt highly honored by his promotion, which he explained should be an example to all agents and employes who were seeking advancement, to put forth every effort in behalf of the company and its interests.

He also spoke of the advantages of the association and its meetings, and the help and knowledge he had gained thereby in coming in personal contact with its members and listening to the various topics and discussions. In conclusion he again thanked the members and promised to attend the meetings whenever possible.



E. J. BAUER, Retiring Secretary; W. R. CONWELL, President; J. F. BUCKLEY, Secretary.

As stated in the June Magazine, J. T. Buckley, agent at Pier 7, East River, N. Y., was elected secretary of the Association to succeed Mr. Bauer.

SAFETY FIRST—2 EXAMPLES.

Personal injuries sustained by a signal maintainer, as a result of motor car being derailed while the car was undergoing a test.

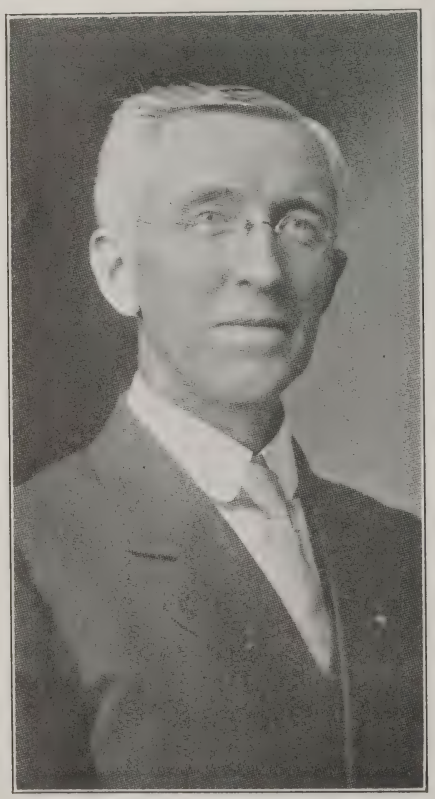
Investigation developed that the car was being operated at a high speed in violation of instructions which limit the speed to 20 miles per hour. Cause of the derailment was combination of high speed and car out of adjustment, which can be attributed to superficial examination of the car and failure to properly maintain same.

Recently a fireman permitted a hook to project outside of engine while raking his fire. The hook struck a car standing on opposite track, which caused injury to the fireman's shoulder.

AGENT WHITAKER HONORED.

A recent event that stirred the good people of Hancock, N. Y., and was as great as the village ever enjoyed, was a dinner and reception given by S. J. Whitaker, station agent of the Erie Railroad and president of the Erie Agents' Association of the Delaware, Wyoming and Jefferson divisions, to the business and professional men of Hancock, as an anniversary celebration.

The event took place in the parlor and dining room of the Baptist Church and was given in honor of the completion by the host of 40 years' service with the Company, during 25



S. J. WHITAKER.

of which he has been station agent at Hancock. After the repast there were toasts proposed and responded to and a brief speech was made by W. A. Baldwin, superintendent of the Delaware Division, commending Agent Whitaker as a friend and employe. Mr. Whitaker made a speech, in which he said it was his pleasure to receive and mingle with so many friends in and out of railroad life.

Not the least pleasant feature of the evening was the presentation of a leather-covered chair to the host in behalf of the 65 friends present. This duty fell to the lot of F. N. Conlon, who made a felicitous speech. At the conclusion of the festivities many of the guests and Mr. Whitaker adjourned to the Opera House and enjoyed the "movies."

Those present at the banquet were: W. A. Baldwin, of Susquehanna, superintendent of the Delaware Division of the Erie Railroad; D. G. Whitaker, of Tuxedo traveling agent for the Erie; L. G. Gebhart, Erie agent at Shohola, Pa.; C. L. Wheeler, H. W. Wagner, C. A. Rogers, S. N. Wheeler, F. N. Conlon, T. F. Stimpson, L. Kleinle, F. A. Taylor, E. J. Cotter, H. McGranaghan, L. E. Woolsey, F. M. Whitaker, F. M. Guild, L. H. Wheeler, G. E. Beers, I. W. Seymour, W. A. Hall, R. Schenk, S. S. Busfield, L. W. Hoag, W. H. Wheelock, E. B. Tarbox, C. H. Searles, T. J. McConnell, H. S. Jones, J. H. Barnes, L. G. Carpenter, F. M. Wooley, V. T. Whitaker, Virgil Whitaker, J. H. Acheson, J. H. Messenger, E. P. Carson, J. C. Carey, T. H. E. Richards, John Klein, W. I. Randall, C. Forester, F. W. Lakin, W. Gould, J. W. Moran, R. W. Peck, H. A. Williams, W. F. Hornbeck, E. A. Whitaker, H. P. Baum, P. E. O'Rourke, J. W. Kirkpatrick, Wm. Penny, E. T. Kingsbury, B. C. Anderson, J. E. Husted, W. J. Okowitz, L. Weinberger, Adam Schultz, Thomas Crary, E. J. Pritchard, H. DeGraw, A. H. Wahl, M. McNearney, W. S. May, C. E. Barnes and many business and professional men of Hancock.

Mr. Whitaker began his railroad life on one of the Erie construction trains, prior to 1872. When Benjamin Thomas was superintendent of the Delaware Division, he entered the Hancock station as clerk. August 1, 1878, he was given the position of agent at Stockport, and remained until June, 1882, when he was transferred to Hankins. In 1885 Mr. Whitaker was made agent at Cochecton.

On June 15, 1888, Mr. Whitaker received his promotion to the agency at Hancock, where he started as clerk in 1874. The position he has since occupied to the entire satisfaction of the public and the Railroad Company.

Mr. Whitaker has for two years been president of the Erie Agents' Association of the Delaware, Wyoming and Jefferson divisions, in which work he is especially interested, and as president is considered most efficient. He is one of Hancock's most highly respected citizens.

O. K. INDERLIED LEAVES US.

On May 22, 1913, O. K. Inderlied, who has been connected with the Accounting Department of the Erie Railroad for 20 years, left our American shores for the wilds of Africa, where he has been appointed vice-president and general manager of the American-African Trading Co.

Mr. Inderlied has the best wishes of all the employes of the Accounting Department, and on leaving, the clerks of the Outbound A. O. S. Department presented him with a handsome watch fob.

Wm. G. Fleming, in presenting the fob, said:

Mr. Inderlied: A task develops upon me today which may be considered unusual, due to the fact that it is a painful, but still a pleasant one. Painful and pleasant are not by any means synonymous, but in this exceptional case might properly be described as analogous to each other. During your regime as chief of this division it has been a pleasure to me, as well as to the other men under your supervision, to note how kindly, fearlessly and humanely you treated your subordinates, and, at the same time, maintained the proper discipline, and obtained for the company every minute of service due it.

In these enlightened days men can be governed kindly and appreciate treatment thus given, and to my mind more can be obtained in this manner than otherwise. An old adage can well be applied, "You can catch more flies with molasses than with vinegar." So in your case the kindly feeling was appreciated by your subordinates.

We understand you are to separate yourself from us, and hike to one of the darkest corners of the Globe, where the odor of "roast man" is not a stranger. Well, it is painful for us to think of a handsome, clever fellow like you, feeding cannibals; but, on the other hand, it is pleasant to think that you might be an exception and wean the man-eating cannibals from their sickening ways.

We are sorry you are going, but, if you must, we want you to always keep for the boys of the Erie a thought, and perhaps when it comes time for Oscar to be done up brown, whether as a roast or a broil or a stew, remember that there are some of the Erie boys in little old New York who will sometimes think of you.

I present to you this small token of remembrance; judge it not for its intrinsic value, but feel always that, though thousands of miles away in darkest Africa, it will be a consolation to you to view it, occasionally, and say, "I still have a few friends who wish me well."

We all say good bye and bon voyage, and wish you luck in your new enterprise, and ask that when an opportunity affords, you advise the traveling contingent to route their baggage all Erie.

WHAT MAKES MEAT DEAR.

It will be a surprise to many to know that our imports of cattle now exceed exports. In 1904 we imported but 16,000 cattle, valued at $310,000. In 1912 imports had grown to over 300,000 cattle, with a value of over $5,000,000. Exports of meat, particularly of fresh beef, have fallen off even more than exports of cattle. Last year there were sent out of the country only 9,000,000 pounds of fresh beef, as against 354,000,000 pounds in 1901. The total value of meat and dairy products exported last year approximated $145,000,000, as against $209,000,000 in 1896.

Once boasting that we might almost feed the world, these figures show that we are barely able to feed ourselves. Unless production is increased, we shall soon be calling on the rest of the world for more foodstuffs than we can give in return. It is not surprising under these conditions that meat is higher than it used to be and that the cost of living has advanced. —Leslie's.

'TWAS A CONSOLATION.

"I have been a drudge all my life," he complained.

"Well," the unsympathetic old bachelor replied, "it's largely your own fault. Why did you ever get married? Look at me."

"Yes, I'm looking at you. That's what reconciles me to my condition. After all, there are worse things than drudges in the world."—Chicago Record-Herald.

METHODS OF 50 YEARS AGO.

The following two letters came into the possession of Mr. A. G. Trumbull, mechanical superintendent, who loaned them to this Magazine, in order that they might be reprinted for the edification of its readers.

Port Jervis, March 29th, 1860.

P. S. Farrelly,
Agent, S. C.

Inquiry is made for the rubber springs that belonged under sleeping car No. 55. Two pieces were sent to Port Jervis and have been received.

Did you send any rubbers to Elmira with the equalizing bar? Please ask Mabin how many pieces were found & let me know what was done with them.

If any more rubbers are found send them to W. E. Rutter, Elmira.

Respy. Yours,
H. Riddle, Supt., Del. Div.

New York, October 16th, 1860.

P. S. Farrelly, Esq.,

Dear Sir:—Yours of yesterday at hand asking supply of Genl. Supts. envelopes.

I send you the desired supply per night ex. this P. M. accompanying this.

Hereafter when your printed envelopes run short, you will please send your reports &c., in plain envelopes, which will satisfy me that you are out and supply will be immediately forwarded to you, without writing.

Very Resptly,
Chas. Minot, Genl. Supt.
per F. C. Abbott.

BRADFORD DIVISION HERO.

There is a conductor on the Bradford Division of the name of Martin D. Wade, and he is in charge of the local between Salamanca and Mt. Alton. During the latter part of April he was rewarded with a medal from the Carnegie Hero Fund Commission for having performed a brave act. In fact, the Commission awarded him a silver medal and the sum of $1,000.

On March 2 of last year Mr. Wade attempted to save the life of Raymond V. Ryan, a lad living in Mt. Alton, who fell underneath a moving train. On both sides of the train were banks of snow and ice, and when the lad fell down the embankment he rolled beneath the wheels. Mr. Wade saw the boy fall and he crawled across the train and jumped beneath it to endeavor to save the boy. He was dragged a distance of 300 feet, but kept tight hold of a rod overhead until he saw an opening when by sheer strength he managed to get from underneath the car. He suffered various injuries which laid him up for a number of weeks. The Ryan boy was killed.

The self-explanatory letter follows:

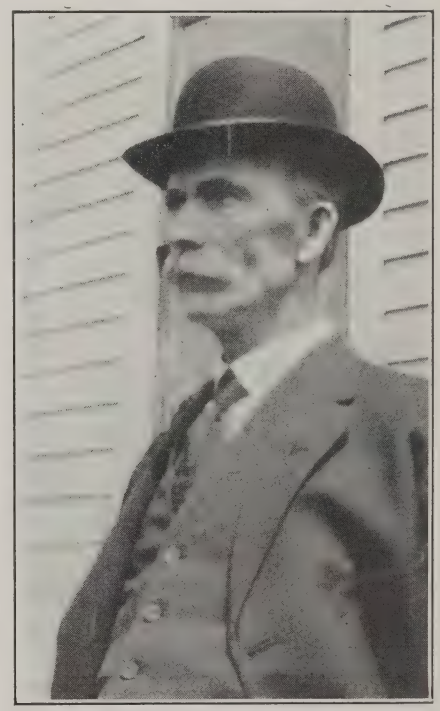
Pittsburgh, Pa., April 25, 1913.

Mr. Martin D. Wade,
48 Thompson avenue,
Bradford, Pa.

Dear Sir: Through the courtesy of a Bradford citizen, the attention of the Carnegie Hero Fund Commission has been called to an act performed by you, by which, on March 2nd, 1912, you attempted to save Raymond V. Ryan from being run over by a train, at Mount Alton, Pa. Your case, after a thorough investigation, was considered at a meeting of the commission held this afternoon, and I have much pleasure in informing you that in recognition of your heroism on that occasion, the commission awarded you a silver medal, and the sum of $1,000 for a worthy purpose to be approved by the executive committee.

I shall be obliged if you will kindly advise me without delay, by letter bearing your own signature, whether or not you wish to accept the commission's awards. If your reply is affirmative, the medal will be ordered, and delivered to you as soon as it has been received from the manufacturers, and the money will be held for you until it is needed for the purpose which will later be decided by the executive committee.

Yours very truly,
(Signed) F. M. WILMOT,
Manager.



MARTIN D. WADE.

Conductor Wade has a long and honorable record on the Bradford Division. He entered the service January 25th, 1889, and worked his way up to conductor. For the act referred to above, Conductor Wade was awarded a credit mark by Superintendent Mackrell, then of the Allegheny Division.

STATE OF MIND.

Address by W. W. Finley, President, Southern Railway Company, at a Dinner Given by the Chamber of Commerce, New Haven, Connecticut, January 23, 1913.

(Continued from June.)

THE public interest in controversies between the railways and their employes has already been recognized by Congress in the enactment of the so-called Erdman Law, which applies to those classes of railway labor having to do with actual train operation. In a controversy involving any one or more of these classes either the employing company or the employes may apply to the Presiding Judge of the Commerce Court and the Commissioner of Labor for mediation. If mediation is accepted by the other side, the mediators then endeavor to bring them together in an amicable agreement. Failing in this, arbitration may be resorted to if both sides agree. There is nothing compulsory about the Erdman Law at any stage of the proceeding until a controversy has been finally and voluntarily submitted to arbitration. Yet it has been the means of the amicable adjustment of a large number of controversies which, but for the proceedings under it, might have resulted in strikes.

But since the Erdman Law has been on the statute books, cases have arisen in which it was not availed of and strikes have resulted. Although the settlements arrived at in the cases in which it has been invoked have not always been entirely satisfactory to both sides, they have always been in the public interest to the extent that they have kept traffic moving, and I believe that the time has now come when we should go a step farther and make it still more improbable that a strike or lockout shall affect the transportation service of the country. Among those who favor further action there are differences of opinion as to the form which it should take, but even now the experiment of special boards, not provided for by the Erdman Act, is being tried, and I venture to suggest that this may point the way to a final solution that will safeguard the interests of employers, employees, and the public.

On account of the inconvenience, and, in some cases, hardship, that would result to the public from an interruption of railway service, I believe that, if any such interruption shall occur as a result of a difference between employers and employees, the public has a right to such full information as may serve as a basis for an intelligent opinion as to the merits of the controversy. This is most effectually accomplished by the Canadian Industrial Pursuits Investigation Law, which provides that where a strike or lockout is threatened involving any agency of transportation or communication, or other public service utility, before such strike or lockout can legally take place the parties must refer their differences to a special board which exercises substantially the powers of a court in hearing a case. The first efforts of the board are to bring about a settlement by conciliation. Failing in this, it prepares and publishes a report setting forth what, in the board's opinion, ought or ought not to be done by the respective parties concerned. The essential difference between this Canadian Law and the Erdman Law is that resort to the Erdman Law is altogether voluntary, but, under the Canadian law, while resort to it is compulsory, the finding of the board is not binding on either party. For effectiveness the Canadian law relies largely upon the force of enlightened public opinion. If, after publication of the finding of a board, a strike or lockout occurs, the public knows what it is all about and what the board has recommended should be done in the matter. It amounts in substance to the very reasonable provision that before the service of a public utility agency on which the public is dependent shall be interrupted by a strike or lockout the public shall be fully enlightened as to the merits of the controversy.

Each special board under the Canadian law consists of three members. One is named by each party to the controversy and they select the third, who acts as chairman, or, if they shall fail, within five days, to agree upon the third member, he is appointed by the Minister of Labor. The fault of a board thus constituted, in my opinion, is that, two of its members being partisans, its decisions are essentially one-man decisions and the questions presented are not consid-

ered as broadly as might be expected with a larger board. I venture to suggest, therefore, that the provisions of the Canadian law shall be adopted, except that, instead of three members, each special board shall consist of five members; that one be named by each party to the controversy; that these two jointly select two others, or, in the event of their failure to agree, that the two others be named by the Commissioner of Labor and the Presiding Judge of the Commerce Court, or, if there be no Commerce Court, the Chairman of the Interstate Commerce Commission, and that the two last named shall select the fifth member, or, in the event of their failure to agree upon the fifth member, that he be appointed by the senior United States Circuit Judge in the territory affected. I believe the result would be broader consideration of the questions at issue and findings that would command, in fuller measure, the support of public opinion and the confidence of the parties in interest.

While the discussion of the relations between the public and the railways has been concentrated largely upon charges for transportation, the public has a vital interest in service as well as charges. In fact, if charges are not exorbitant or unreasonably high as measured by the service performed, the paramount interest of the public is in service.

It is the aim of the far-sighted railway manager to maintain a margin of carrying capacity over the normal demand on his lines in order that he may be able to handle any sudden increase in the volume of traffic. The difficulties that must be encountered in doing this can hardly be appreciated by those not engaged in railway work. James J. Hill, the highest authority on such matters in the United States, emphasizes the need of additional trackage and enlarged terminals, but large expenditures are required for their provision. Future growth of business is always problematical, and it requires a high degree of courage, in dull times when an existing railway plant is working far below its capacity, to enter upon projects for building additional main tracks or for enlarging terminals. It requires courage to contract for additional equipment when side-tracks are full of idle cars and roundhouses are crowded with cold locomotives. The railway manager may believe there is every reason to expect a large increase in business, but if his judgment shall be at fault he will have trackage in excess of his needs and will see his new cars and locomotives standing idle and depreciating without having had a chance to earn a dollar, while all of the time interest charges are accruing on the additional investment. Yet, so far as his resources will permit, this is the policy that the railway manager must carry out. He can not wait until the crisis is upon him for the inauguration of constructive policies.

The same is true as to maintenance, and it is to the public interest that the railways shall not have to postpone repairs and catch up with maintenance work in times of heavy traffic. This is a matter that can not be unduly neglected at any time, for there is probably no class of property subject to such rapid depreciation as a railway. Conditions of railway operation are such as to subject roadway and equipment to great wear, and, as very little railway property is under shelter, it is subjected to constant depreciation from exposure even if it is standing idle, and a considerable proportion of expenditures for the maintenance of both roadway and equipment must be made irrespective of the volume of traffic being moved.

There is probably no other form of industry that suffers so much in times of business depression as does a railway. When the business of a manufacturing plant falls off it can run on short time or stop running altogether. No matter, however, to what extent the business of a railway may fall off, there is a minimum of service that it must continue to perform and all of the time its plant is subject to just as much depreciation from exposure as though it were working at full capacity. I may say further that there is probably no other industry in which, from the nature of the business, such a large proportion of the plant must at all times be idle. This may be illustrated by the fact that it has been estimated that the average movement of freight cars in the United States is only twenty-five miles per day, yet while the car is actually under way its movement is at a very much higher rate than this. The reason for the low average rate is that it is figured on all of the freight car equipment of the railways of the United States and includes not

only the cars that are in transit, but surplus cars that are standing idle on side tracks at times when the demand of the country is not sufficient to employ them, the cars that are being held by shippers for loading and unloading and the cars that are in shops for repairs. Under the latter head alone, owing to the high rate of depreciation from use and exposure, an average of approximately 6% of the freight cars of the United States and about 10% of the locomotives will be found in the shops at any given time.

One of the strongest arguments against the policy of attempting so to regulate railway charges that they shall yield a predetermined rate of income rather than allowing them to be so adjusted as to be reasonable as measured by the service performed is that it may, by its arbitrary enforcement, tend greatly to hamper the railways in the provision of additional and improved facilities and in the proper maintenance of their present plant. One of the distinguishing features of American railway management as contrasted with that of other countries is that, so far as earnings would permit, the owners of American railway properties have, in many cases, abstained from taking to themselves the full amount of net income, but have turned greater or less proportions of it back into the property in the provision of improvements that have not been capitalized, in contrast with the prevailing custom in other countries of capitalizing all improvements. It is largely because of this that the average net capitalization of the railways of the United States is only approximately $60,000 per mile as compared with $314,000 per mile in England, $109,788 per mile in Germany, and $139,237 per mile in France. It is to the public interest that this policy be continued.

As railway operation must be continued in times of business depression and as floods or other disasters may at times do enormous damage to railway property, the railways should be able in times of prosperity, to accumulate a sufficient surplus to enable them to meet their requirements in lean years.

Even under the most favorable circumstances, however, the railways can not return earnings to the property in amounts sufficient to enable them to meet the increasing demands for service. To a large extent additional carrying capacity will have to be provided through the investment of new capital. Ability to obtain new capital is dependent upon credit, and credit, in turn, is dependent, not on gross earnings, but on the proportion of gross earnings that can be saved as net income. It should be borne in mind that the natural tendency of capital is toward those investments promising the largest income in proportion to the safety of the principal.

As a basis for an intelligent public opinion and a fair attitude of the public mind as to the railway system of the United States, I have endeavored to give you some idea of its magnitude as compared with other parts of our transportation system, to show its importance as a factor in our civilization and in our national progress and development, and to give you a passing glance at some of the problems of railway management.

Under the present system of governmental regulation in the United States, the prosperity of the railways and their ability adequately to perform the transportation service of the country is dependent in very large measure upon the state of the public mind toward them. It is to the public interest no less than to that of the railways, that, while laws for the prevention of abuses shall be enforced and, if necessary, amplified and strengthened, the attitude of the Government should be such as to instill into the public mind confidence in the railways, for, under the present system of governmental regulation of the fundamental business of transportation there is attached to the Government, as well as to railway management, responsibility for the success of a business so closely related to all the business activities of the country.

This thought was admirably expressed by that sound economist, your fellow citizen—President Hadley—when, in a recent address before this Chamber of Commerce, he said:

"We must lend a hand to the men who are getting things done. We shall deal with the problems of corporate regulation and with the abuses of corporate management more effectively if we are willing to appreciate efficient service."

If the railways are to have the character of support of which President Hadley has spoken, they must justify it. The obligation rests upon them to give the most efficient transportation service in their power without unjust discrimination, and at

rates that are not unreasonable as measured by the service performed. Seeking exemption from unjust political attack, they should themselves abstain from political activities. There was a time when their support of policies deemed essential to the preservation of our civilization was urged upon them as a patriotic duty. I think we may all rejoice in the awakening of public conscience and the elevation of public standards which would condemn any return to those conditions.

But, in advocating abstentation by the railways from such activities, I should not be understood as implying that they should surrender any of the fundamental political rights to which they are entitled in as full measure as any other business enterprise or individual citizen. These rights include the sacred right of petition—the right to be heard in argument and in protest before legislative bodies, the courts of the land, administrative tribunals, and before the bar of public opinion.

As I have pointed out, history teaches us the great damage that may be done when the popular mind is working under abnormal conditions and when men are influenced by assertion and repetition rather than by their individual reasoning. Should we not strive, therefore, through the presentation of the economic principles affecting transportation, and through teaching the inter-relation of the interests of the railways and the people, to bring about a just and fair attitude of the public mind toward the railways?

The railways of the United States give to society a transportation service that is more comprehensive from year to year. They perform this service at rates of compensation that, on the whole, are, as I have already said, lower than those paid for similar service in any other country. They give employment, directly or indirectly, to millions of our fellow citizens and expend such vast sums in the purchase of supplies and materials that, not only the industrial life, but the general prosperity of the country, are largely dependent upon the maintenance of their wage-paying and purchasing power.

In return for their service to society the railways ask from society, not as a favor but as a right, that, after they have been subjected to such regulation as will protect the rights of the public, they shall be protected in their property rights and shall be permitted to enjoy such a measure of liberty in the management of their affairs as is necessary to the success of any business undertaking. It is just as true today and in the United States as it was nineteen hundred years ago in Judea that "the laborer is worthy of his hire."

This great American enterprise is willing to be judged by the standard recently proposed by our distinguished citizen, the President-elect, in his question: "Are you giving anything to society when you want to take something out of society."

THIRTY-THREE YEARS AGO.

Sunday, June 23d, marked the thirty-third anniversary of the most stupendous task undertaken by a railroad company, and when the time occupied in doing it is considered, this task has possibly never been equaled. Reference is made to the narrowing of the gauge of the Atlantic & Great Western Railway, which through successive processes has now become an integral part of the great Erie system.

When the road was first constructed it was made a six-foot gauge, on the theory that more merchandise could be hauled at practically the same cost. The theory may have been all right, but it lacked practicability. The interchange system made it hard for the old A. & G. W. to carry on any freight business of a thorough character, except through great hardship and expense.

No other road in the country except the Ohio & Mississippi out of Cincinnati was a six-foot gauge. Between Dayton and Cincinnati a third rail was utilized for passenger trains over the C., H. & D., while all freight destined for points beyond the A. & G. W. had to be transferred at transfer houses in Dayton, Urbana and Mansfield. At Urbana, if the writer (Thomas O'Neil, section foreman) remembers correctly, there was a contrivance by which cars were lifted bodily from standard trucks and placed on the broad gauge trucks and vice versa, but this system was laborious and expensive.

In 1889, shortly after the A. & G. W. was acquired by the New York, Pennsylvania & Ohio Railroad Company and the title of the road was abbreviated into "Nypano," the new company saw the need of changing the gauge

to a standard and immediately began making preparations for this important event. Work was begun in the shops at Galion, O., and elsewhere reducing the width of all trucks under engines and cars, and in the meantime elaborate arrangements were made for the almost instantaneous narrowing of all the tracks.

The work commenced at daylight on the different sections and ere long had been completed and trains were running as if nothing had happened, there being practically but a four hours' suspension of the regular schedule.

Thomas O'Neil, section foreman of the Erie, occupied that important position then as now, and had charge of the work on the division extending west from Galion. Besides himself there are two men living in Galion who were in the section gang—John McMahon and Cornelius Ryan, both being employed on the Big Four at this time. Speaking of the work performed, Mr. O'Neil said:

"The track was narrowed from Dayton to Leavittsburg in four hours and was ready for narrow gauge or standard trains the same night. It was said to have been the most successful job ever undertaken in this country. They never had a wheel off the track. P. D. Cooper was then general superintendent, Charles Latimer, chief engineer; J. W. Alsop, roadmaster of the fourth division, and M. J. McInerny, road master of the third division. The latter is still living in Mansfield.

The tracks were narrowed from six feet to the standard gauge of four feet eight and one-half inches.

50 YEARS IN ERIE SERVICE.

John R. Reed, a passenger conductor on the Oil City Branch of the Meadville Division, has been retired after a service with the Erie Railroad and its predecessor, the Atlantic & Great Western, of 50 years.

On May 30th last Conductor Reed was retired from active service, having reached the age limit. His life abounds in live interest, and is told in this way by himself:

Born on a farm in Orange Co., N. Y., May 30th, 1843. When six years old removed with his parents to Otisville, N. Y. Received then a common school education. When 18 years old was teaching school in his home district.

Resigned to enlist, Oct. 2d, 1862, in Co. A, 168th N. Y. S. V.; was made sergeant of his company. In hospital at Yorktown, Va., July and August, 1863, with fever. Promoted to acting sergeant major of regiment. Mustered out at Newburgh, N. Y., Oct. 31, 1863.

Entered service of N. Y. & E. Railroad, Eastern Division, as flagman, in December, 1863; promoted to conductor in 1864 and to passenger conductor in 1869. Came to Meadville in September, 1877, and engaged as conductor with A. & G. W. R. R. on Franklin Branch.



JOHN R. REED.

In continuous service until May 30, 1913 (except a few months when he was chief clerk, on Second Division, under A. L. Dunbar, superintendent), when, after his 50th year of service, he was retired on account of age limit.

HAD BUT LITTLE CHOICE.

Russian Official—You cannot stay in this country.

Traveler—Then I'll leave it.

Russian Official—Have you a passport to leave?

Traveler—No.

Russian Official—Then you cannot leave. I will give you twenty-four hours to decide what you will do.—Cassell's Journal.

Misery loves company, and is always persistent in getting it.

ANOTHER GENTLE REMINDER CONCERNING BREVITY.

A BUSY man invariably takes the shortest cut across lots, to use a homely expression. He does this to save time, for he knows that to him time is money.

There are instances when it is not best to take the shortest cut, but, as a rule, it applies to the everyday routine of business life. The only time when the short cut reverts is when something has to be slighted.

An article appeared in these pages last month, and the subject was BREVITY. It told in what was believed to be a comprehensive manner, about the waste of time wrought by persons who have acquired the habit of saying in letters of three or more pages, what could just as well be expressed in a few lines.

The habit of taking up another person's time reading long letters, that might as well have been curtailed, if the writer had used a little forethought and judgment, is a vexatious one that can as well be overcome as the habit of over-indulgence in tobacco or other luxuries, and we all know what power many men have over these, when the doctor says "cut it out!"

Whenever a man is taken sick, his first thought is of the doctor. He becomes impressed with the idea that he needs medical attention and the doctor prescribes. That seems to be the proper thing to do, because all a man knows is medicine when he's ill, unless he happens to have been born in the Christian Science faith, in which case he eliminates the practice of medicine and medicine, itself.

However, it is the most natural thing in the world for a man who was ushered into this life and given a dose of anise seed cordial shortly after birth to soothe wind colic, to turn his thoughts to the medicine bottle, for with him it has become a habit beginning as early in life as the day on which he was born.

Habit is a thing that attaches to all mankind. Some men have habits that are objectionable to others, while many men we know have habits that might well be emulated. It is for the most part a matter of temperament.

There is no habit that needs elimination more than the habit of writing long, prosy letters for someone else to read, whose time is so fully engaged that he hardly knows what to do first to keep up with his work. It is a pitiable condition to see a busy man wading through a three-page letter to find the meaning of something that could be expressed in a few words. His temper gets ruffled, his brain gets in a whirl and very often he loses his head and swears, when he could be made to smile if his long letter were couched in a few brief and pertinent words.

The same thing applies to sending telegrams over the company's wires. Just because a railroad company owns its own wires and allows them to be used free of cost by those who have business to transmit in a hurry, is no reason why the users should write a long story to be wired somewhere. It became a habit a long time ago with some to abuse the telegraph privilege with long messages and so persistent became the habit that, as applying to the experience of the Erie Railroad, the company was obliged to call attention to the bad habit by having printed at the bottom of telegraph blanks in bold, easily discernable type, these words, "BE BRIEF."

The suggestion is now made that the Company print on its letter heads an inscription reading something like this: "BE BRIEF IN WRITING LETTERS. IT SAVES TIME BOTH FOR THE SENDER AND RECEIVER." This is in line with the popular slogan, "SAFETY FIRST," that is making such a hit with the railroads of this country.

The man with a propensity for writing long letters is generally possessed of a smooth flow of language, and when he writes he has in mind the big hit his letter will make with the reader, rather than "How can I make myself fully understood in a very few words?"

Writers of long letters using superfluous language, should bear in mind that fast trains and fast steamers, the telegraph and telephone, electric cars and airships, are among the inventions designed to save time.

The brief letter writer is as much of a genius as those who evoluted these blessings.

It is humane to put some things out of their misery, shattered hopes, for instance.

The greatest blessing in the world is a cheerful, sunny heart.

Few men give as cheerfully as they receive.

June 16th, 1913.

Editor,
Erie Railroad Magazine.

Dear Sir:-

In the matter of correspondence there are some fundamental principles in letter-writing which are generally understood and as generally violated.

The fundamentals are getting the letter on one page whenever possible. Not one letter in a hundred requires more than a page. Do not begin with a personal pronoun. (This custom has the sanction, by use, of some very celebrated writers and citizens.) Never use the phrase "as a matter of fact". "The facts are" is better. Never state a proposition one way and then by using the expression "in other words" restate it in other phraseology: once is enough. Avoid classical and all quotations. Quotation marks are overworked. Some quotations have been in such constant use that quotation marks for them are superfluous. Most of us dictate fast and imperfectly. Many of the sentences in a business letter are sent out in reverse order. The writer is a bad offender on that score. Some letter-writers seek to obtain brevity by leaving out necessary prepositions, conjunctions and adjectives, giving a letter the terse form of a telegram. This is mutilation and illy serves its purpose.

Yours truly,

F. Dillaway

Letter Writing As A Fine Art

In years gone by readers of fiction subscribed to weekly publications that made a specialty of CONTINUED STORIES. Many of these stories ran through several months.

That was an age when improved appliances and modern conveniences were not even dreamed of. The writer of a long continued story that was of heart interest and contained an element of excitement and a well-planned plot, was the GENIUS of his or her day.

Today it is DIFFERENT and those conversant with the literary trend are aware that the writer of fiction who can turn out SUCCESSFUL SHORT STORIES is the writer sought by publishers and paid the highest prices for the clever product of his pen.

WHY? Because we are living in a busy age and the busy person has no time to devote to the old-fashioned continued story that carried readers through several MONTHS, as a team of mules hitched to a canal boat plugs along on the tow path.

BREVITY has taken the place of VERBIAGE—that is to say, busy people and people who think, never intrude on other people's time by writing long, prosy letters, when they can express themselves in a few words. Writers of long letters, filled with many and unnecessary adjectives, are NOT APPRECIATED by the victim who has to read them.

The man who IS APPRECIATED and even looked upon as a GENIUS, is the man who can tell a long business story, ask a question or enclose a paper for reference, IN A FEW FORCEFUL WORDS. Such a man is a POWER in a big world; he is a SAVER OF LABOR, NERVE WASTE AND MONEY, FOR HE WASTES NO TIME and TIME IS MONEY. The shrewd business man SEEKS HIS SERVICES.

It might be added HE IS TWICE BLESSED.

Let every person who reads this get out like the orator who talks for a CAUSE during a spirited political campaign and shout for the EVERLASTING DISCOURAGEMENT OF THE LONG, UNNECESSARY LETTER.

It is a CAUSE well worth a DETERMINED FIGHT.

Abraham Lincoln was a man of few words, General Grant and William McKinley courted the creed of BREVITY; all were successful men.

This is a good time for writers of long letters to think it over.

Don't forget when deliberating on the subject, that the successful writer of SHORT STORIES is the writer the publishers want, because he has a propensity for accomplishing a PURPOSE by BREVITY.

The writer of LONG STORIES is now playing SECOND FIDDLE.

A LETTER ON THE "SAFETY FIRST" MOVEMENT.

By P. K. Sullivan,

Road Foreman of Engines, Mahoning Division.

Mr. J. D. Walker,
Youngstown, Ohio.
Dear Mr. Chairman:

The "Safety First" movements on the various railroads of the country is having a most satisfactory result, and, while figures for the various railroads which are making a specialty of training their employes in the idea of looking after the safety of themselves and their fellow-workmen, are not available, a very good idea of what may be accomplished in this line may be gained from the figures of a prominent western railroad covering twenty months of the movement in comparison with the twenty months preceding, when business was about the same in volume, viz.:

32 fewer trainmen killed, decrease of 51.6%; 2,183 fewer trainmen injured, decrease of 42.5%; 11 fewer switchmen killed, decrease of 40.8%; 222 fewer switchmen injured, decrease of 20.7%; 1,025 fewer trackmen injured, decrease of 36.1%.

And so on through a long list to this splendid total, viz.:

152 fewer persons killed, a decrease of 26%; 4,845 fewer persons injured, a decrease of 29%.

These figures show surprising reductions and give an idea of what the saving to life and limb may be when the movement becomes universal, as it should be.

Now, how are we to bring about this universal movement? The personnel of employes must be of the highest, in both integrity and efficiency, to bring about this result, and the dull and unintelligent must be either corrected or eliminated, for such is not only inimical to the Company's interests, but dangerous to the safety of co-workers.

The new employe must be properly instructed, not only along the lines of duty, but upon the value of the "Safety First" movement. He should be instructed never to take chances and exercise care in the performance of all his duties. "Be Careful" should be his watchword, and he should be taught the importance of stopping, looking and listening. Encourage him to familiarize himself with all the rules and assist him in their interpretation, should he not comprehend their meaning, and, above all things, let the example of the older men in the service be an influence and a guide to bring the younger men up to the right standard, thereby decreasing the risk of death and injury for all and, at the same time, increasing the efficiency of the organization for which we are working.

The Safety Committee appointed on the various divisions is a means of accomplishing much good. By its instructions and the examples set by it the members are creating an enthusiasm among the men, that is productive of much carefulness and observation on their part.

In railroading the most essential thing is safety. Not only safety to passenger or to property which is being transported or to the people who are crossing our tracks, but, above all, safety to the men—to the employes who are running the railroad. If we can secure safety to the men who are running the road, safety to the others will follow, because if they are looking out for themselves they will be looking out for every one and everything entrusted to their care. It is natural for men to imitate the men they are working under. This is also true with men with whom they were first associated. They feel inclined to think that if they do the work as well as they do, if they show as much interest as their superiors or co-workers do, they feel they are doing pretty well, so it behooves we men to set the example of the movement and gradually the others will fall in line, and in no time everybody will be doing it and accidents will be a thing of the past.

Let us all exert ourselves to bring about this happy condition and make our division the safest possible, and then we can truthfully say we have performed a service; not only to our employers, but to our brother men.

TOMMY DIDN'T BELIEVE.

"Remember, my boy," said the man who had just been reading his son a severe lecture, "that all men are created equal."

"Mebby they are," the youngster replied, "but some of them have the luck to be adopted by people who remember that they were young once themselves."

WIDE-AWAKE TRAFFIC STORY FROM THE FAR SOUTH.

Erie Railroad Company's Interests in Traffic Coming Under the Jurisdiction of Its Birmingham, Ala., Agency, Which Embraces the States of Alabama, Georgia, Florida, North Carolina, South Carolina and Eastern Tennessee.

By J. G. Putman, Jr., General Agent, Birmingham, Ala.

THE building of the South today began at the close of the re-construction period, with the gradual re-building of the agricultural, manufacturing, and, in fact, all branches of industry which are inherently of the Southern Country.

As is well known, the South was in a state of demoralization at the close of the Civil War. Business of all kinds was paralyzed. Farms had been allowed to grow up in weeds, for the reason that after the first years of the war, homesteads, storehouses and factories were neglected almost entirely.

Beginning with that period the first steps were taken towards the upbuilding of the enormous cotton acreage existing today. Cotton mills sprang up rapidly, until today the products of these mills rival those of the world. It is fitting, therefore, that cotton, both in its raw and finished state, should be placed in the front ranks in the rehabilitation of that section of our country, for cotton and cotton alone, started the South on its way towards being the section dreamed of by those who in their unbounded zeal thought of creating an Empire apart from the rest of America.

Taking the growth of the output of the cotton mills of the South for the past few years as a criterion, undoubtedly the time will come when the movement of cotton piece-goods from the South will be greater than from all other parts of the world combined.

The rivers and streams, which nature has so bountifully bestowed upon the South, are now being harnessed, and electric power will do more to bring about this condition than any other one thing. Skilled labor is comparatively scarce, and there are hundreds of thousands of horse-power units going to waste in these streams today. However, hydro-electric plants are fast being installed and with the upbuilding in this direction, greater rapidity than ever is assured.

The mineral resources of the South are of a magnitude but little realized by the general public. The various clays, used by the potteries of the Middle West, phosphate rock, used by the commercial fertilizer plants, fluor spar, used by steel and glass works, barytes, manganese, limestone, granite and building stone, are all in bountiful stores. Coal, iron ore and limestone are seemingly in unlimited quantities, and up to the present time have not been more than uncovered, notwithstanding the fact that there has been produced in the Birmingham District alone, in the past ten years, eighteen million tons of pig iron and five million tons of steel.

Lumber, also, is of utmost importance in the South, and one can hardly credit the statements made by the Anti-Deforestation movement, when the largest mills in the South, especially those cutting pine and cypress, state that they have enough lumber in sight on their own lands to run them for fifty years.

The growth of the vegetable and fruit industries during the past few years has been little short of marvelous. The earlier fruits and vegetables come from Florida, and as the season advances, Georgia, Alabama and Tennessee fall in line. From Florida come Lemons, Oranges, Grape Fruit and Pineapples, while the movement of vegetables is also heavy. Georgia produces melons and peaches in large quantities, and other fruits and vegetables. Tennessee produces a large quantity of strawberries.

The Panama Canal will bring added life to the South, for through its Gulf and South Atlantic ports it is felt that an exceedingly large tonnage will be moved. The railroads of the South are showing their faith in this to the extent that they are striving to gain added dock facilities at New Orleans, Mobile, Pensacola and other Gulf ports. Extensive improvements are being made by Southern Railroads, such as double-tracking, straightening curves, reducing grades, etc.

In 1777 Georgia became a Sovereign State.

Atlanta is a peculiar city. With few natural advantages, it is growing almost as rapidly as Birmingham, which city set the pace for all cities of the United States in the last census. The Western & Atlantic Railroad, Southern Railway, Central of Georgia, Seaboard Air Line Railroad

and the Georgia Railroad, all have terminals in Atlanta, and in all there are fourteen lines radiating from this city. In addition to these, the Atlanta & West Point Railroad has a Belt Line used by the Louisville & Nashville Railroad, the Central of Georgia Railway and connecting lines. This Belt Line has built up very extensive industrial settlements.

Atlanta is the headquarters of the Southeastern Freight Association and the Southeastern Passenger Association. It is also headquarters for the Southeastern Car Service Association. Atlanta proper, produces very little business of interest to the Erie Railroad, but a large proportion of the freight traffic originating in the Southeast originates on the rails of carriers having general offices in Atlanta.



J. G. PUTMAN, JR.

Chattanooga is another important city, and originates considerable freight traffic of interest to the Erie Railroad. Hard woods, pine lumber, bauxite ore, and numerous other manufactured articles are the principal commodities shipped from this city. More pig iron is smelted in Chattanooga than in any other Southern City. This iron is principally made into plows that are shipped to every State in the Union. Altogether, there are forty establishments smelting pig iron, for various purposes.

Montgomery is primarily a cotton market. One of the largest cotton firms in the South has its headquarters there and ships from the various cotton compresses located in Alabama, Mississippi and Georgia.

Birmingham was founded in 1871—the founders of the city at that time, apparently, had confidence in its future greatness, as evidenced by its wide and regular streets. Its first newspaper was established in 1872; first bank in 1873; first coke and coke iron manufactured in 1874; first wrought iron made on June 30th, 1881. First available census, 1880, shows population of 3,086 people—it now has over 150,000.

The essentials of pig iron making can be assembled here cheaper than at any known point in the world. Coal for coking purposes, limestone for fluxing and iron ore, are all in close proximity—in the mountains surrounding the district—and the cost of producing a ton of pig iron is about one-third of what it is at any other point, hence the saying: "Birmingham fixes the price of pig iron for the world." Even more startling has been the advance made in the manufacture of steel.

What is termed the "Birmingham District" consists of Birmingham proper, North Birmingham, Ensley, Wylam, Thomas, Bessemer, Woodward, Boyles and Banner. During 1910 this District produced sixteen million tons of coal, over three million tons of coke, two million tons of pig iron and over a half million tons of steel. Weekly pay rolls a million dollars. Nine railroads enter the city and it seems to be the goal of many others.

Birmingham for some time past, in common with other rapidly growing cities, has been somewhat neglectful of its hotel facilities. However, Birmingham is probably less at fault in this respect than many other cities, for the reason that it has grown so rapidly. All of the old hotels have been remodeled and some new ones have been built within the past two years. At the present time there are two new hotels in course of construction, each to cost over a million dollars.

Less than ten years ago, one ten-story office building sufficed to care for that part of the public needing downtown offices. Two years later another ten-story and two nine-story office buildings were erected. One year following this a seventeen-story building was erected, which upon

completion was augmented by the erection of an annex, containing two-thirds as much office space as the original building. Immediately following this another seventeen-story building was erected and then a twenty-two story building, and there is now in course of construction a twenty-five-story bank building.

This territory, and indeed the whole South is full of natural resources and is truly a land of great opportunities.

ANNUAL CONTEST, ERIE SHOPS FIRE DEPARTMENT.

JULY 23rd has been designated as the date on which the Erie fire laddies at the several shops will hold their annual contest, to determine which company will win the silver trumpet, the coveted trophy donated by the Erie Railroad Company. It will be held at Binghamton, N. Y.

The Fair Grounds, within a short distance of the station, is the chosen spot where the races are to be run. It is expected that 17 companies will enter the struggle this year, and that shows how much interest these splendid tournaments are creating.

Binghamton's Chamber of Commerce extended the invitation to have the event occur in the "Parlor City," and the enthusiasm the gentlemen composing that body have injected into it assures a great and hospitable time for all whose good fortune it will be to attend.

Chief of Police William Hillhouse, who, as usual, is in charge of the contests, as representing the Erie, has furnished the following rules and regulations governing them:

Ten (10) men will constitute a company, and only that number will be allowed to enter from any one organization. Each company will be allowed to carry one extra man, who can be used in case of emergency.

Hose carriage to be used will be the same as the one used last year, and will be furnished from Jersey City. Description of same as follows:

Frame, iron; wheels, wooden, hubs of iron. 5 ft. 6 in. high, steel tires; width over all, 6 ft. 2 in.; length over all, 10 ft.; weight, complete, with equipment, 700 lbs.; hose, 200 ft. standard cotton hose; nozzles, two, uncoupled to cart; tools, hydrant wrench and two spanners.

No person will be allowed to take part in this contest who is not a regular employe of the Erie Railroad.

Upon assembling, each brigade will be given a number, and they will be called in such order as the judges may decide.

All starts will be made from a point 300 ft. distant from a hydrant, at a signal to be provided for this purpose.

Upon reaching hydrant, connection will be made thereto without cross threads or leaks; 100 ft. of hose laid, coupling broken, nozzle attached and water turned on, connection to nozzle to be made without cross threads or leaks. Hose will be laid straight and free from kinks.

At report of pistol shot, water will be turned off and a rest of five minutes will be allowed. At the expiration of this time water will be again turned on under full pressure. At a pistol signal water will be turned off, nozzle disconnected and returned to its place on the carriage. Coupling will be made to the hose that has been left on the car, hose replaced on reel, straight, free from kinks and car returned with all tools in place to point of starting.

In the first part of the contest time will be taken from the time starting signal is given until full stream water hits target.

In the second part of the contest time will be taken from the time shot is fired, as signal to shut off water, until cart is returned to the starting point.

Following will be considered in awarding prize:

First: General appearance of the members and their conduct.

Second: Time from start to time water is on target.

Third: Time water is turned off until cart is returned to the starting point.

The usual story of the events, given in detail with illustrations, will appear in the August issue of this Magazine.

MANDY WAS SURPRISED.

"More than five thousand elephants a year ago to make our piano keys," remarked the student boarder who had been reading the scientific notes in a patent medicine almanac.

"For the land's sake!" exclaimed the landlady. "Ain't it wonderful what some animals can be trained to do."

DON'TS THAT ARE WORTH REMEMBERING.

Don't leave cars on any track without setting sufficient brakes to hold them and one more.

Don't try to couple on cars without seeing that brakes enough are set to hold them in case coupling does not make.

Don't stall until you get to the hill, and then not until the wheels stop running.

Don't say you can't do anything. We never know what we can do until we try.

Don't let any opportunity pass to indicate that the interests of our employers are ours.

Don't throw cold water on any proposition that is intended to reduce the cost of operation or improve the service. Try to make it a success.

Don't stand up on a motor car while in motion.

Don't operate a motor car over the road without asking the location of trains at each telegraph office.

Don't leave hand car or motor car on public property.

Don't run a motor car fast over over public or private crossings, or frogs and switches, as there is liable to be some obstruction on the rails.

Don't use your motor car for pleasure trips.

Don't wait for instructions to do something that should be done in the line of "Safety First."

Don't wait for stock to get on the track before repairing the right-of-way fences.

Don't wait for the public to "kick" on the planking of a highway crossing, but keep it in condition at all times.

Don't make out time slips carelessly. Use the same care in writing the record of your day's work as you do with your regular duties.

Don't do a job that you do not fully understand without asking advice.

Don't pile up castings carelessly about your machine. A little care in this matter may prevent a crushed toe.

Don't be a grouch about your work. Do whatever you are told by your foreman as best you can and you will have no time to grouch.

Don't forget to respect the blue flag. The lives of your fellow employees depend on it.

Don't kick cars into siding where boarding cars are stationed.

Don't forget to whistle out your flag when making an unexpected stop.

Don't fail to be cautious at all times. Caution is the greatest preventive of accidents, great and small.

Don't cross ahead of a passing train and then wait for the friend whose good judgment told him to wait. Remember "an ounce of prevention is worth a pound of cure."

Don't step from a moving train. Better wait until it stops. A notice to that effect is posted in passenger cars, because the practise is dangerous.

Don't allow children to play on railroad tracks, or near them. The irresponsibility of youth precludes the thought of danger and many fatal accidents arise through this cause.

Don't stand too near a railroad track when a train is approaching. The suction of air may draw you under; and then again, you might get hit by a stone or other missile picked up by the wheels.

Don't get off a train on side opposite the station. It is a very dangerous practice, as a train

might be passing at that very moment and strike you.

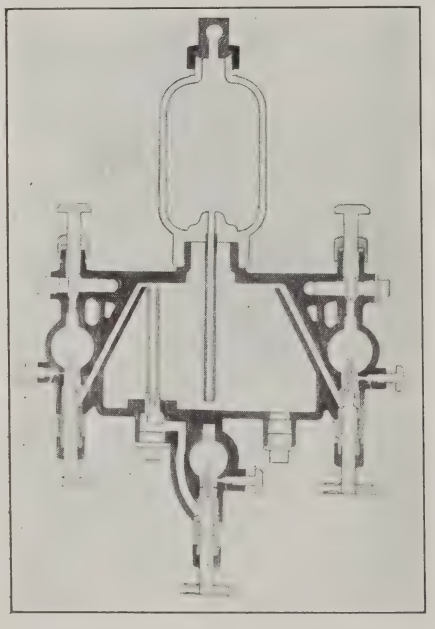
Don't ride on platforms of cars. It is not only an infraction of the rules, but an extremely dangerous thing to do.

Don't block the aisles of passenger cars with baggage or bundles, as passengers are likely to trip over them. Racks are provided in cars for their reception.

Do not stick your head or arms out of the window of a moving train. Coming in contact with obstructions along the right of way has caused as many, if not more injuries and deaths to persons than any other one cause on railroads.

APPRENTICE AND DRAWING.

The genius of the young apprentices training at the various shops of the Erie Railroad, is rapidly manifesting



CHICAGO CLASS C LUBRICATOR.

itself and the reports received demonstrates how well these boys are being looked after by the efficient corps of instructors.

This Magazine will from time to time print pictures of these boys, together with their pen products, not only as a mark of encouragement, but to show its readers how successful the school of apprentices has been and is at present on the Erie Railroad.

C. C. Hagblom is the subject of this month's sketch. He is a first year machinist apprentice at the Dunmore, Pa., Shops. He was born in Sweden in 1892 and concluded his school course at the age of 15. Arriving in



C. C. HAGBLOM.

the United States in 1912 he came direct to Dunmore Shops, where he has been steadily employed ever since, or about five months.

Considering that this boy was obliged to master the English language and still work out his own salvation in the shop, he is entitled to great credit and is fully accorded same. Hagblom is a boy with grit in his makeup and he is a good boy, too, being quiet in his demeanor, studious and has a commendable ambition to get along, which traits are being encouraged by his instructor.

The drawing illustrated herewith is a Chicago Class C lubricator and it is endorsed by his instructor, Mr. H. E. Blackburn, as being a very excellent production. Young Hagblom's bent seems to be mechanical drawing and tool work and in these lines his future looks to be assured.



MAINTENANCE OF WAY STAFF, WYOMING DIVISION, TAKEN AT SCRANTON, APRIL 16, 1913.

Reading from left to right—Top Row: John Hessberger, section foreman; Nicholas Marfing, section foreman; Herbert Reed section foreman; John Decker, section foreman; E. E. Shaffer, section foreman; Hala Barnes, carpenter; C. O. Nelson, section foreman; R. D. Kittkart, stenographer; E. A. Saxton, master carpenter; Clarence Gromlich, section foreman; A. F. Emery, section foreman; last person an interloper.

Reading from left to right—Middle Row: G. A. Emery, section foreman; F. B. Bisbang, section foreman; Charles Akens, section foreman; H. W. Haberland, ex gang foreman; W. E. Tiffany, lineman; Chas. J. Nelson, ex gang foreman; Seymour Seeley, section foreman; A. F. Trimble, division engineer; M. J. Flaherty, section foreman; Chas. Lockwood, repairman; F. J. Jordan, maintenance of way clerk.

Reading from left to right—Bottom Row: A. B. Hammond, section foreman; C. E. Barhight, section foreman; L. E. Bisbang, section foreman; W. J. Stevens, section foreman; Geo. Stennard, acting foreman; Frank Skinner, supervisor; L. B. Shaffer, supervisor.

ERIE MAN COMPLIMENTED.

Again it is the pleasure of this Magazine to print a letter from a patron of the Erie Railroad, telling of an act of courtesy performed by an employe in his behalf.

It is nothing new for the official organ to print such letters, but nothing helps a railroad as much as to have courteous employes, whose gentlemanly acts extended to patrons are so well appreciated as to impel the latter to acknowledge them in communications sent to officials.

Following is the most recent letter sent a courteous Erie employe. The attention of R. H. Wallace, general passenger agent, was called to it, and he, in turn, referred it to the Magazine, that it might appear in print as an indication of the Company's appreciation:

Low Moor, Iowa, May 28, 1913.

Mr. Thomas Dooley,
Jersey City, N. J.

Dear Sir:—I have your letter enclosing the check for my trunk. The trunk came as fast as the mail, for it was at the baggage room waiting for me when I went to look for it.

You may be sure I appreciate the attention you gave to the matter. One appreciates a road that makes such courtesy and accommodation possible. Personally I am indebted to you for your attention.

Very sincerely,
(Signed) W. Harvey Young.

Mr. Dooley is employed as usher at the Jersey City passenger station.—Editor.

ERIE'S GOOD ADVERTISING.

Advertising may be accomplished in various ways. Through publicity in the papers and magazines, by direct appeal to the public by letters, or through the medium of the public speaker. But the best advertising method possessed by the modern railroad is **service,** and the Erie Railroad, ever alive to this fact, has built up its business on **service.** The California fruit shipper knows that **service** and the Erie Railroad are synonymous and for that reason the green and dried fruit shipments from California seek the Erie when destined for the large fruit consuming centers of the East, knowing that Good Service means Good Returns resulting in Good Bank Accounts, which means Good Living—Good.

MARK WAS ON THE JOB.

Mark Twain once asked a neighbor if he might borrow a set of books.

"You're welcome to read them in my library," replied the neighbor, ungraciously, "but it is my rule never to let my books leave my house."

Some weeks later the same neighbor sent over to ask for the loan of Mark Twain's lawn-mower.

"Certainly," said Mark. "But since I make it a rule never to let it leave my lawn, you will be obliged to use it there."

THE STOVE COMMITTEE

APPOINTMENTS.

Meadville Division.

J. E. Fletcher, division engineer, succeeding F. D. Lakin, transferred.

Chicago & Erie Division.

F. D. Lakin, division engineer, succeeding C. J. Rist, resigned.

ERIE'S EFFICIENT EMPLOYES AT DEPOSIT, N. Y.

FROM the heart of the Erie's Summerland comes an opinion which pays a tribute to the worth of the force of employes who do duty at the station. It was unasked, but none the less welcome, for it is well to know and have others know, that those who toil for the "Old Reliable" at Deposit, are among the faithfuls on the regular payroll.

C. D. Mallory is the station agent, and he is what may be familiarly called an "early and late bird." This applies more particularly to the good old summertime, when the mountains and green valleys that surround the town are fairly alive with city people who come year after year to recuperate lost energy and enjoy the manifold healthful recreations that abound in that glorious region. Mr. Mallory is a busy man in summer, but he is also a very polite and affable man, who serves the Erie well and is tireless in his efforts to increase business. That his station is among the tidiest on the line, testifies to his deep interest in his position.

George Ward is the man who handles the freight end of it, and he is a dependable man at all times and under all conditions. He is assisted by Oscar Clark, and as a team they are very hard to beat. The ticket office is in charge of P. Flaherty, who is referred to as a newcomer to the popular station, but he is a hustler who is making friends as he gets acquainted.

Another person who shares the hospitality of the station is F. S. Wheeler, track supervisor, who is known as a very efficient man in the Maintenance of Way Department, and has many warm friends among the people of Deposit.

As there is also a car repairing plant at this point, its foreman is J. F. Smith, and he looks after this end of the work as far east as Callicoon.

The yardmaster is "Jack" Whalen, and as there are two feed mills, two milk stations, docks for loading stone and wood and a big freight house, besides a lot of switching to be done, he allows no verdure to grow and get tall beneath his feet. But he has an assistant in the person of L. Laury, who is an able-bodied lad, with a willingness to work, so between the two the handling of cars is well cared for.

Three regular and one extra switching crews assemble at Deposit to do work and assist trains up the grade. This makes the station and yard one of the very busy points on the Delaware Division, and everything is well taken care of by the persons named above.

DEFINITION OF EFFICIENCY.

The following was evoluted by R. R. Stull, stenographer in the office of Division Superintendent S. E. Ferguson at Meadville, Pa. It is published for the benefit of engineers and conductors in the Erie service:

Engineer.

E—Energy.
N—Nonchalance.
G—Government.
I—Integrity.
N—Nerve.
E—Eyes.
E—Ears.
R—Reliability.

Conductor.

C—Clever.
O—Obliging.
N—Neat.
D—Diligent.
U—Unassuming.
C—Cleanliness.
T—Truthful.
O—Orderly.
R—Resourceful.

Wealth may not bring happiness, but most of us are willing to take a chance.

THE ERIE ROLL OF HONOR

EMPLOYES, WHOSE NAMES APPEAR BELOW, HAVE BEEN AWARDED CREDIT MARKS FOR MERITORIOUS SERVICE

H. S. Robertson, Engineer,
New York Division.

Harvey R. Hoose, Baggagemaster,
New York Division.

A. Van Noye, Engineer,
New York Division.

C. F. Clark, Engineer,
New York Division.

F. Demarest, Fireman,
New York Division.

T. Duffy, Engineer,
New York Division.

S. D. Layton, Operator,
Delaware Division.

C. B. Doane, Conductor,
Susquehanna Division.

W. McIntyre, Conductor,
Susquehanna Division.

T. J. Ryan, Operator,
Susquehanna Division.

P. Regan, Conductor,
Allegheny Division.

E. Doty, Conductor,
Allegheny Division.

W. Frevert, Brakeman,
N. Y., S. & W. Division.

Grant Smith, Conductor,
N. Y., S. & W. Division.

R. Van Vliet, Brakeman,
N. Y., S. & W. Division.

While in charge of engine 515, New York Division, train 222, on a recent date, engine developed a broken spring hanger, and, notwithstanding that fact, H. S. Robertson, engineer, brought train to Jersey City on time.

While extra 3056, west, was passing Port Jervis Station on the New York Division, Harvey R. Hoose, baggagemaster, discovered a brakebeam down and dragging under D. T. I. car 7153, and took prompt action to have train stopped and beam removed, thus preventing a possible derailment and serious accident.

A. Van Noye, engineer, New York Division, showed his ability recently when a slight accident occurred to his engine, 954. It developed a broken link lifter at Paterson while hauling train 127, but his efforts to overcome the handicap were rewarded by his bringing train to Waldwick on time.

On a recent date train 114, New York Division, was being hauled by engine 828. When near Hackensack Bridge, engine develcped a broken link hanger. Notwithstanding this handicap, Engineer C. F. Clark brought train to Jersey City on time.

While handling train 220 with engine 515 on the Northern Railroad of New Jersey Division, grate broke and dropped into ash pan, while passing Closter. Notwithstanding this handicap engineer H. S. Robertson brought train to Jersey City on time.

In connection with above happening with train 220, fireman F. Demarest assisted in bringing it to destination on time and received the same recognition as his engineer.

On a recent trip with train 530 engine 831 developed a broken back cylinder head at County Road crossing near Secaucus on the New York Division. Notwithstanding engineer T. Duffy brought train to Jersey City on time.

S. D. Layton, operator on the Delaware Division, was vigilant when he discovered a broken brakebeam on a car in train extra 1552 as it passed "R. J." tower. He took prompt measures to have train stopped and defective beam removed, thereby preventing what might have resulted in a serious accident.

While train was running between Endicott and Lestershire, on the Susquehanna Division, C. B. Doane, conductor, discovered a pile of new ties

on fire and stopped long enough to extinguish the blaze.

On a recent date W. McIntyre, conductor, Susquehanna Division, discovered a man lying between tracks with arm extending on rail of westbound track. He took prompt action in sending flagman out, and the latter flagged train 81 in time to avoid injury to the man.

A brake rigging was down under car A. R. T. 11650 in train second 80 as it passed "X. U." tower on the Susquehanna Division. T. J. Ryan, operator, was on the lookout and discovered the defect. He took prompt action to have train stopped at "G. J." tower, where the defective rigging was removed, and a possible accident prevented.

P. Regan, conductor, Allegheny Division, while displaying watchfulness in his work, discovered a loose wheel under I. C. car 10625 at Belfast and reported same in time to prevent a possible accident.

E. Doty, conductor on the Allegheny Division, showed his interest in the company's welfare when he discovered broken rail west of "W. J." tower, while running train 89 and reported same so that trackmen made repairs before an accident occurred.

While acting as brakeman on extra 107, East, and while at Marksboro on the New York, Susquehanna & Western Division, William Frevert, brakeman, discovered a brakebeam down on car L. & N. E. 3046 in L. & N. E. train 37 and promptly notified conductor, who had car switched for repairs.

Grant Smith, conductor on train 961, New York, Susquehanna & Western Division, discovered a broken rail about one-half mile west of Smith Mills siding. He had train stopped and necessary action taken to have repair made to track.

Robert Van Vliet, brakeman on the New York, Susquehanna & Western Division, train extra 63, west, discovered a cracked wheel under car Erie 105842, loaded with ice at Mountain Spring Ice Siding, Reeders, Pa., and promptly reported the defect.

STORIES TOLD ON ERIE MEN.

It's hardly necessary to mention the pleasure railroad men get out of putting jokes over on each other, or telling stories of things that happen on the road. Three stories have recently been received from the Jersey City end of the road, and, as they have merit and do not appear to be offensive, they are printed for the amusement of the Magazine's readers.

"Talk about green firemen," said Red K, "that fireman I am breaking in is not long over, but, like all Irishmen, he got into railroading on the jump. I was on a fast freight to the Port and was telling him about what a fireman had to do and also about the tunnels, but his idea of how a tunnel was bored through mountains was rather hazy.

"When we pulled up Howells, Jack R., the engineer, who was a friend of the new fireman, pointed out a mountain and told Pat when he got around the curve he would see the tunnel. Pat was seated on the fireman's side when she hit the curve, and it was not till she hit the straight line that he saw the hole. It kept coming nearer and nearer every second, and to him it appeared to be a grim-looking hole, with the mountain jumping towards them. The strain was so great for Pat that he jumped down on the deck and, grasping the engine firmly, yelled at the top of his voice: 'Rooney, if you love me, don't miss that hole.'"

Another green fireman was being broken in, and among other things he was warned to look out for, were the mail cranes, which are located near the track on the engineer's side.

P. F—y was the engineer, and he was running a double-cab engine on the day the green one was with him. He managed to get ahead of train 3 and the new fireman kept looking out to become familiar with the surroundings. He would gaze at every station they passed on the engineer's side. He had been warned to look out for the mail cranes, as they hung close to the engineer's side.

Everything went lovely for the first 50 miles, but all of a sudden the old fireman heard a yell, and, going back, expecting to find the green man with his skull crushed, he found him lying over the chain in the gangway, and, yelling at the top of his voice to back her up. Asked what the trouble was, he replied: 'I caught about 50, but missed the last one.'

"And sure enough," said Finley, "he had a pile of mail bags in the tank that you couldn't climb over, if you tried."

One day last March train 55, which departs Jersey City at 2 P. M. every

week day, but not Sundays, left on time hooked up to engine 967, with Engineer "Tom" Venner in the cab, and Tom is a man whose good nature, they say, has much to do with the success of his train.

As the train was rounding the long curve west of Passaic Park, Tom noticed that an auto truck had evidently met with an accident and was stalled on the Passaic Street crossing. He saw it just in time to stop and prevent a collision. A small army of willing helpers were trying to assist the luckless chauffeur to get the car clear of the rails.

The train had a large pile of express matter to unload at Passaic, and Tom was anxious to get to the station on time. He grasped the situation quickly and, climbing down from 967 like a cat, rushed to where the car was stranded, and, grabbing it with his massive arms, had it out of the way in a jiffy, while the admiring crowd stood by in amazement, speechless with admiration, while they marvelled at the great strength of good natured Tom Venner.

While Tom is among the classiest of engineers, still the boys think he is wasting his valuable time running an engine. They think he should be out with a circus exhibiting himself as the premier strong man of the world, billed as the "modern Sampson."

COURTESY IS THE POPULAR SLOGAN.

THE railroads of the country today are great sticklers for courtesy and politeness on the part of their employes. Orders making for that end are posted in every train crew headquarters. It was only a short time ago that the Pennsylvania issued the following order, which speaks for itself:

"An employe on duty is forbidden to address a passenger or patron of this company as 'friend,' 'stranger,' 'comrade,' 'sister,' 'neighbor,' or by any other term of this character. When necessary, if the passenger's name is not known, use 'sir,' 'madame,' or 'beg pardon.'"

"Familiarity on the part of employes should not and will not be tolerated," said an official of the Pennsylvania. "'Familiarity breeds contempt,' as the saying goes. Of course, I use 'contempt' in a modified manner, not in its accepted sense. But the average passenger does not like to have a train hand disturb him with, 'Just a minute, old man,' or 'Stranger, I've got to bother you,' or like phrase. It isn't courteous. It isn't polite. It doesn't make a friend of the passenger. He does not object, but he leaves the train with a spirit of resentment, not pronounced, but it exists, nevertheless.

"A fresh, to use a colloquialism, employe is of no value to the company. 'Beg pardon,' or 'Thank you,' are phrases unknown to him. Courtesy he regards as unmanly. He is just working for himself, not for the company. Hence, we insist that all our employes must be courteous and polite. We find it pays, and pays big returns."

What is true of the Pennsylvania is true today of the New York Central. The policy of the latter is no longer exemplified in the phrase of its founder, "The public be damned."

L. F. Vosburg, general passenger agent of the road, said in discussing the question:

"If there is one thing more than another that we insist upon in our employes, especially the trainmen, it is courtesy and politeness. We have few set rules, but any infraction of the rule of politeness is met with just punishment. Every railroad today wants the favor, the good will of the public, and one of the ways to get that good will is through the courtesy and politeness of the employes who come in contact with thousands upon thousands of persons daily.

"The employes know this, know how strongly we insist upon their unfailing courtesy. Suppose we take a stroll down into the station and see how it works," he suggested. "It's a good time to test the politeness of the men on duty, owing to the fact that the new station is just opened.

"Just ask that gateman over there some question, the more foolish the better," suggested Mr. Vosburg. Overhead the gateway to track No. 21 was printed in big letters "Twentieth Century." No one with a pair of eyes or half an eye could fail to see it.

"Does the Twentieth Century leave on this track?" questioned the reporter of the busy gateman.

"Yes, sir; right here," was the answer.

"You are sure?"

"Yes, sir. This is the gateway, sir.

"Well, I suppose you know, but I wish to be sure."

The gateman was not quite sure whether or not he was being "jollied," but he replied, smiling:

"I've been on this gate many days, sir, and I think you can take my word for it."

The reporter was satisfied. The word "sir" was prominent in his every answer and the smile in every word. Not a sign of impatience at the insistent questions, but courtesy and politeness—the "thank you" idea in full bloom.

"Well," queried Mr. Vosburg, 'what did you find?"

The reporter explained. "I told you so," replied Mr. Vosburg. "And that man has an exacting position. He is one of 1,000 others, and 999 of them know the value of courtesy."

The New York, Westchester & Boston road, the new Westchester County line of the New York, New Haven & Hartford, has recently issued to all of its employes a blank form for the use of passengers who feel obliged to register a complaint. Instead of waiting for the wrath of the passenger to descend on his innocent head, the trainman simply hands the passenger the blank, a pencil and a request to "write it down, if you please, sir."

Nine times out of ten the passenger is so taken aback that he forgets all about his grievance, and if he has the saving sense of humor, his frown gives way to a smile. The company feels that it is better to have the passenger, if he must, get the grievance out of his system and put it on paper rather than have him go away angry and feeling that complaining to the trainman is not real satisfaction.

The Lehigh Valley has, acting on ideas submitted by W. F. Holwill, Jr., city passenger agent, and W. B. Lindsay, eastern passenger agent, both known among railroad men as real Chesterfields, established what is called a "School of Courtesy." According to Mr. Lindsay, this school has done wonders in gaining the good will of the public.

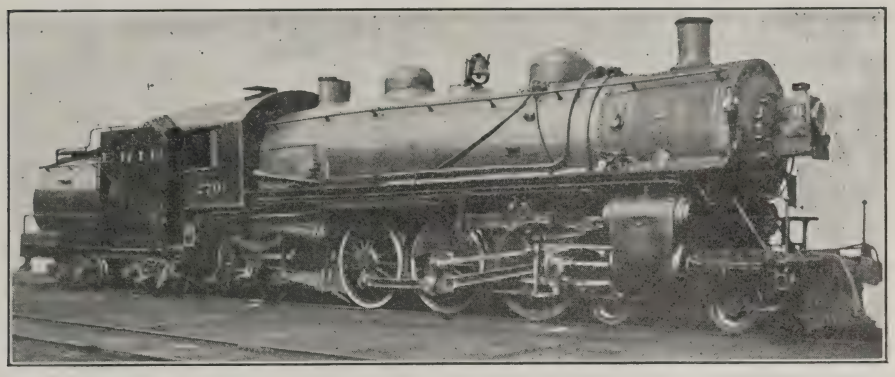
The Erie Railroad, in its Book of Rules, asks its passenger trainmen to be courteous to patrons, and, for that matter, asks all employes in the service to do likewise. The fact that letters of commendation are often received, praising passenger trainmen for kindly acts, illustrates how well Erie men observe the spirit of courtesy.

Ask Erie travelers about this, and they will invariably say that no other road has more polite trainmen than the "Old Reliable."

TO THE LAND OF THE FREE.

The following statement shows, as per Government reports, the number of immigrant aliens admitted to the United States in the month of October, 1912:

Races.	
African (black	734
Armenian	970
Bohemian	1,092
Bulgarian	1,394
Chinese	177
Croatian	3,905
Cuban	333
Dalmatian	396
Dutch	984
East Indian	28
English	6,198
Finnish	949
French	2,728
German	8,371
Hebrew	6,086
Irish	5,093
Italian (North)	4,075
Italian (South)	19,811
Japanese	806
Greek	6,783
Korean	2
Lithuanian	1,934
Magyar	3,215
Mexican	871
Pacific Islander	1
Polish	10,878
Portuguese	1,017
Roumanian	1,370
Russian	3,113
Ruthenian	2,411
Scandinavian	4,112
Scotch	2,250
Slovak	2,793
Spanish	710
Spanish-American	139
Syrian	1,230
Turkish	347
Welsh	368
West Indian	79
Other peoples	547
Total men	68,097
Total women	40,203
Immigrants debarred from entering U. S., men	1,169
Immigrants debarred from entering U. S., women	368
Citizens of the U. S. returning from abroad, men	10,190
Citizens of the U. S. returning from abroad, women	14,104



HEAVY FAST FREIGHT ENGINE ADAPTED FOR PASSENGER SERVICE.
(Photograph by J. E. Bailey, Meadville, Pa.)

NEW K-4 FREIGHT ENGINES.

In last month's issue of this Magazine there appeared a picture of an Erie Class K-2 passenger engine, together with a description of it and comparison with the class K-1 and class K-3 engines.

It is now our pleasure to print for the information of all Erie employes a picture of a class K-4 Pacific fast freight engine, together with a description of it. This will enable those interested to make a comparison with the other three types.

These engines can also be used in passenger service, if required. They are equipped with all the modern innovations, the same as are applied to the K-2 engines, excepting the stoking apparatus.

Following is a description:

Cylinders, 25 x 28 in.; diameter of drivers, 69 in.; diameter of engine truck wheels, 30 in; diameter of trailer truck wheels, 50 in.; driving axle journals, 11x22 in., 10½x13 in.; engine truck journals, 6½x12 in.; trailer truck journals, 9x14 in.; weight on drivers. 186,500 lbs.; weight on engine truck, 47,500 lbs.; weight on trailer truck, 50,000 lbs.; total weight of engine, loaded, 284,000 lbs.; total weight of tender, loaded, 148,900 lbs.; total weight of tender, light, 54,500 lbs.; total weight of engine and tender, loaded, 432,900 lbs.; capacity of tender, coal, 14 tons; capacity of tender, water, 8,000 gals; boiler pressure, 200 lbs.; number of flues, 36; outside diameter of flues, 5⅜ in.; number of tubes, 261; outside diameter of tubes, 2 in.; length of flues and tubes, 20 ft.; length of firebox, inside, 9 ft. 3 in.; width of firebox, inside, 6 ft. 3¼ in.; heating surface of firebox, 200 sq. ft.; heating surface of flues and tubes, 3,772 sq. ft.; heating surface of arch tubes, 31 sq. ft.; total heating surface, 4,003 sq. ft.; superheating surface, 742 sq. ft.; total equivalent heating surface, 5,116 sq. ft; grate area, 58 sq. ft.; total tractive power (85% of boiler pressure), 43,100 lbs.; factor of adhesion, 4.33.

OBITUARY.

Adolph Duerr.

Adolph Duerr, for more than 30 years a faithful employe of the Erie Railroad at Youngstown, Ohio, died on Wednesday evening, June 18th, of diabetes, after an illness of one week. He was 57 years old.

Although in poor health for over a year, Mr. Duerr refused to give up and continued to perform his duties as baggagemaster at the passenger station to the best of his ability. Deceased was a German and came to this country at the age of 14 and had resided in Youngstown for 40 years. For several years he had been employed at the freight station, and for 23 years filled the position of baggagemaster.

The example set by this fine man and loyal employe for courteousness to everyone with whom he had dealings, might be emulated by every other employe with great profit. He was always willing to go even beyond the requirements of his position to accommodate the patrons of the Erie and in so doing made friends for himself and his employer. His loss is sincerely felt by his fellow employes, who have extended their sympathy to his surviving relatives.

Mr. Duerr was a faithful member of Martin Luther Church and of the Mannerchor Society of the church. His funeral was largely attended.

ORDER OF THE RED SPOT.

July Membership.

Susquehanna & Tioga Divisions.

No.	Engineer.	Fireman.
2565	J. A. Hammond	W. F. Zeltwanger
	S. Mersereau	H. N. Foulke
2542	E. A. Brink	B. F. Dailey
	A. C. Van Damark	L. B. Eastman
2564	J. Haire	J. H. Bly
	S. E. Mason	L. A. Jackson
528	A. Jordan	G. W. Kosinsky
	G. C. Redfield	L. M. Wescott
518	J. C. Miller	J. H. Graves
	T. Pursell	N. P. Cargill
1065	J. M. O'Laughlin	J. Foley
1094	S. F. Miller	B. J. Brick
	M. King	C. Oughletree
699	T. J. Smith	W. G. Cuthbert
1304	M. Mersereau	P. J. Canny

Tioga Division.

401	F. Hebe	E. Jones
405	W. S. Scott	A. Bunn
292	William Cook	Air Test Engine

July Membership.

New York Division and Allied Lines.

No.	Engineer.	Fireman.
11	J. H. Linley	F. Daley
12	J. M. Hagerty	M. R. Moran
100	W. H. Mallon	J. J. McGlinn (days)
	T. Bailey	J. J. McKeever (nights)
470	A. J. Dillon	J. M. Soop
473	J. H. Hopper	J. McIver
513	B. Walsh	W. J. Gee
514	W. A. Johnson	J. C. Myers
517	D. J. Ackerman	E. J. Brower
526	W. G. Cole	A. Canfield
591	A. Bell	G. H. Klegg
610	W. Lewis	
618	J. Ahern	W. Clauson (days)
		W. Clauson (nights)
689	S. Bond	F. F. Smith
793	H. W. Smith	N. M. Cable
812	W. French	C. M. Knapp
813	W. O. Cutler	J. J. Reilly
820	E. M. Carlough	J. L. Kane
826	G. Wallace	J. H. Winters
830	W. E. Captain	F. R. Merritt
831	T. Duffy	E. G. Jacobus
848	G. McKinnon	Vacant
850	W. Van Dine	W. F. Johnson
900	S. F. Ballam	S. F. Dries
935	E. Outwin	D. F. Stines
937	H. N. Palmer	W. H. Pope
939	C. Ryan	E. J. Mulhall
950	A. Garrabrandt	W. D. Hunt
954	A. VanNoye	C. L. Fowler
955	D. O'Brien	W. McMahon
957	F. Saier	F. W. Cole
963	C. F. Handy	A. Knarich
964	G. H. Beatty	E. Riter
965	H. L. Sarvent	J. E. Green
966	H. Scholl	C. M. Knapp
968	S. W. Evans	D. Desposito
970	H. Springstead	F. M. Vernon
1014	M. Pendergast	H. F. Hull
1071	J. Knaub	E. J. Brush
1455		
2503	J. Downs	G. Ruegger
2702	W. H. Menner	J. A. Casey
3037	W. Crane	R. A. London
3038	F. Fitzgibbons	J. Merkenschlager
3042	A. O. Roberts	F. E. Wood
3043	W. E. Bolkom	T. R. Davis
3044	A. M. Barley	L. J. De Veboise
3045	F. Beatty	H. Paffenroth
3046	W. Thomas	H. N. Pierce
3049	W. Coleman	F. Murray
3050	D. Brahaney	L. W. Hinkley
3051	W. H. Balmos	M. Piatt
3056	E. H. Hector	W. Brown
3064	E. J. Murphy	M. Grathwohl

AKRON, O., AN IMPORTANT MANUFACTURING CITY.

A Paper Read Before the Erie Agents' Association Convention at Akron, May 23 and 24.

By W. W. Wagoner, Erie Freight Agent, Akron, O.

THE Erie Agents' Association met in Akron May 23d and 24th. The Chamber of Commerce took much interest in this meeting and appeared before the Association Saturday morning.

The president delivered a very interesting address, as did also the different members of the transportation committee. In the afternoon they gave the members an automobile ride around the city, showing them the different plants, railroad terminals, etc., and in the evening the convention wound up with a dinner at Young's Hotel. On the whole it was a very enjoyable affair.

W. W. Wagoner, freight agent of the Erie Railroad at Akron, read the following very interesting paper:

It has been a great privilege, as well as a pleasure, to invite to the "City of Opportunity" the Erie Agents' Association, that you might know we were on the map, the watershed of Ohio, one of the leading cities, and that you should know the commercial value of our City to the Erie.

At our meeting in Jamestown we were told the history of that city was a history of men; likewise, the history of Akron is the history of commercial activity and industry. Since her incorporation in 1836, it has been her ambition to be foremost in everything undertaken.

As a result of the building of the Ohio Canal and our clay industries, around which our prosperity first centered, we became the leading sewer pipe and stoneware manufacturers of the country. The same is true of our cereal and flour mills, and later when the rubber industry began to develop, the same spirit forced them until we not only possess the largest rubber plant in existence, but are known as the rubber manufacturing center of the world.

Our ability to produce special ma-

chinery, also mining machinery, is valued throughout the entire Western Hemisphere. Just recently we had the distinction of casting the largest turbine water wheels in the world, and the Erie in the fore-front, as usual, built a special car to transport them to Keokuk, Iowa, for installation in a Mississippi River power plant.

Our salt, automobiles, furnaces, twist drills, wagon gears, well-drilling machinery, boilers, leather belting, cultivators, aeroplanes, varnish, tile, bricks, paper bags, et cetera, are shipped to all points of the globe, which places our city beyond the category of the one industry to that of many, and insures that the steady increase and development, which has been our ideal since the inception of our city, is bound to continue.

According to a statement recently issued by our Chamber of Commerce, we have 144 different factories, with a capitalization of one hundred forty-two million, three hundred twenty-seven thousand dollars ($142,327,000), which factories alone give employment to thirty-four thousand six hundred forty-two persons (34,642), and has doubled our population during the past ten years.

As an illustration of what this means to the railroads entering this section of the country, we desire to call your attention to the fact that three out of the seventeen rubber manufacturing plants located in this city, received and forwarded last year a tonnage of one thousand million pounds, which represents a revenue to the railroads of a little over two million dollars ($2,000,000). Our cereal mills received and forwarded another five hundred million pounds (500,000,000 lbs.), representing a revenue of one million dollars ($1,000,000). One of the ten sewer pipe and stoneware manufacturing companies received and forwarded a tonnage of one hundred ninety-nine million, four hundred forty-six thousand, eight hundred seventy-five pounds, aggregating a further revenue of two hundred fifty-nine thousand, one hundred sixteen dollars ($259,116).

We have natural gas, low electric light and power rates, a municipal water plant, good street car service, a college and schools that are second to none, a Chamber of Commerce that is wide awake and progressive, looking always to the fulfillment of our needs and the further development of our city; in fact everything that progress needs and manufacturers demand.

The first automobile patrol ever made was constructed and put into use by this city, and we now have auto fire apparatuses and self-propelling vehicles in practically every city department.

Our observation has been that, in discussing transfer points, Akron is frequently overlooked, although we have five railroads and one switching line with which we interchange as high as 250 cars daily; first and foremost the Erie; the Pennsylvania Co., Central Division, formerly the C., A. & C.; the Baltimore & Ohio lines operating between Cleveland and Valley Junction, and also between Pittsburgh and Chicago Junction; the New York Central Lines represented by the Northern Ohio; the Akron, Canton & Youngstown Ry.; the Akron, Barberton Belt Line, connecting industries of Barberton and Akron.

From our tracks we are serving fifty-three industries; the B. & O. thirty-one; the Pennsylvania Co. twenty-seven; the Northern Ohio four and the A. C. & Y. three; of the remaining twenty-six without private sidings, 75% are located adjacent to our public team tracks, and accept delivery therefrom. All industries having private sidings are reached by us through reciprocal switching arrangement, at a rate of $2.50 per car, except those located on the Northern Ohio, on which $3.50 is charged, due to an intermediate switch of $1.

Extensive improvements have recently been completed in our yards, which have added greatly to our facilities for the handling of traffic; still further developments along this line are in progress through the building of large storage yards in Kenmore, on which work is now under way.

We regret we are unable to show you our new modern freight house, which is soon to be erected, but can assure you we are going to have one which will be a model of its kind, and will enable the Erie to maintain its position of first place in the community.

Akron is not only an extensive importer of raw materials for manufacturing purposes, but also a consumer of large quantities of fruits, agricultural products and manufactured articles of all kinds and description.

We trust on your return home you will not fail in your solicitations to

call your business interest's attention to the fact that we are in need of their products and will be glad to exchange commodities through the medium of the Erie.

PHILIPPINE VOLCANOES.

The most famous Philippine volcano and one of the finest volcano cones in the world is that of Mayon. Its height is 8,970 feet, and the volcano is visible at a great distance. Since 1766 records have been kept of its eruptions. In that year many plantations and villages were buried under a stream of lava which flowed down its eastern slope. About 1,200 lives were lost in the eruption of 1814, which buried the country around a part of the base of Mayon under the outpourings of lava and dust. A similar calamity in 1825 destroyed the lives of about 1,500 persons. In the nineteenth century there were a number of severe eruptions, including one in 1886-7, which continued about nine months. An eruption in 1897 killed 350 persons and destroyed much property. Twenty-two violent eruptions of this volcano are on record.

Next to Mayon the Taal volcano is the most remarkable. It is on an island in the Lake of Bombon, and the island, built up by its outpourings, has an area of 220 square miles. The volcano is incessantly ejecting dust and vapor from its crater. Taal as well as Mayon has been the center of numerous destructive earthquakes, but no very great eruption has occurred since 1864, when four villages around the mountain were completely destroyed.

From Correspondents Along the Line

AT HEADQUARTERS.

Mr. W. A. Fuller resigned position Tariff Bureau to accept position with Schulte Cigar Stores Company. His numerous friends were sorry to see him go.

W. J. Findlay, Clerk, G. F. O., promoted to Foreign Tariff Clerk, Tariff Bureau.

J. W. King promoted from Live Stock Clerk to Clerk, G. F. O.

W. G. Collins, Clerk, Tariff Bureau, promoted to Live Stock Clerk, G.F.O.

Fred Klitz, Clerk Tariff Bureau has accepted position with Asst. Division Freight Agent Hawley.

Alexander Weiss, Clerk Tariff Bureau, promoted to position vacated by Mr. Klitz.

James Mitchell transferred from A. F. T. M. Gray's office to Clerk Tariff Bureau.

Herbert E. Browning, Clerk, G.F.O., promoted to position of Stenographer, Division Freight Agent Wheeler's office.

Howard Budd promoted from Asst. Record Clerk to position of Record Clerk.

Richard Stephenson promoted from Clerk G.F.O. to Asst. Record Clerk.

Joseph Buckley transferred from Coal Traffic Manager Bergen's office to Clerk, G.F.O.

Henry Hermann, Clerk, T. B., is enjoying two weeks' vacation. Henry expects to do considerable running while away, his friends feeling that he will be the greatest mile runner in the country, some day.

James Rigby of General Eastern Freight Agent Cowie's office, is spending two weeks' vacation between Washington and Asbury Park.

Ernest Provost, Clerk Engineering Office, is spending two weeks' vacation at Jamestown, N. Y., where he expects to do lots of fishing.

SIGNAL DEPT., N. Y. DIV.

The next regular meeting of the Erie Signalmen's Benevolent Association is Tuesday evening, July 15, 1913, at St. Boniface Hall, Main St., Paterson. The Association at the present time has a membershp of 97, having initiated 12 new members at the last regular meeting. All members are requested to be present at our next meeting.

W. A. Sproat, former storekeeper at Paterson, has joined the ranks of the construction gang. The boys were all glad to receive Allen into their midst and to show their good fellowship they presented him with a new kit of tools, which consisted of a shovel, pick, digging bar and a pair of sky hooks.

The Tommy Bars are lookng for another game with the Screw Drivers, provided the Screw-Drivers give them a handicap of five runs and let them play with 12 players. Manager, Old Man Mewhinney, has written to some of his old players in Rochester, Ind., asking them to give him their support in one game, but it looks as though they have deserted the old man entirely.

The Holoch Stars, composed of maintainers from the Terminal Div., are very anxious to play the Electrical Team of the Sig. Dept. a game of baseball, but, owing to the fact that they have never played this game before, the manager of the Screw Drivers has advised them to practice up a little, and they might possibly give them a try out in the near future. Watch these columns for the result of this game.

William A. Andrews, electrical maintainer at Paterson, is spending a week with friends at Washington, D. C.

Ball game Sunday, June 8, on the Clipper Grounds, 22d Ave. and Market St., between the Elect Nine and the Signal Dept. Although the Mechanical men did excellent work, the Electrical men proved to be too much for them, defeating them by a score of 18 to 9, which was an awful blow to J. H. Vanderbeck, foreman. The line-up was as follows:

Screw Drivers—T. Bristol, p.; F. Holly, c.; J. H. Storms, 1st b.; C. Moore, 2d b.; A. Harvey, 3d b.; W. Andrews, r. f.; M. Walsh, l. f.; W. McAlpine, s. s.; W. Vernon, c. f.; M. Cooper, manager.

Tommy Bars—J. Quinn, p.; J. Holly, c.; J. Mewhinney, 1st b.; J. Harding, Jr., 2d b.; G. Brinley, 3d b.; O. Gogler, s. s.; J. Vanderbeck, Jr., c. f.; J. Cavanaugh, r. f.; W. Taylor, l. f.; J. Mewhinney, manager.

Umpire—F. Robinson.

William McAlpine of Garfield, who is an electrician in the Signal Dept., was united in marriage Wednesday, June 25. "Bill" has prepared for an extended trip on his honeymoon through the Western States. The boys all wish Bill the best of luck, but they still stick to it that it is another good fellow gone wrong.

The stork visited the home of Frank Holley at Garfield, June 1, 1913, and left a bouncing baby boy. Mr. Holley is an electrician employed by the Signal Dept.

An interesting ball game was held at Spring Tank ball grounds on Sunday, May 25, 1913, between the electrical nine of the Signal Dept. and the Passaic freight house force.

The electricaal nine was an easy winner, defeating the Passaic team by a score of 21 to 9. The line-up was as follows:

Elect Nine—T. Bristol, p.; F. Holley, c.; J. H. Storms, 1st b.; J. Collins, 2d b.; A. Harvey, 3d b.; W. Vernon, s. s.; W. Andrews, r. f.; A. G. Burr, c. f.; J. Avery, l. f.; M. Cooper, manager.

Passaic Team—J. Walsh, p.; P. Campbell, c.; J. De Vries, 1st b.; R. Stark, 2d b.; H. Stark, 3d b.; W. Carroll, s. s.; J. Sullivan, r. f.; C. Cowley, c. f.; W. Sullivan, l. f.; J. De Vries, manager.

Umpire—F. Robinson.

Thomas Bristoll, the star pitcher for the Electrical Nine of the Signal Dept., was united in marriage on Saturday eve, May 24, with Miss Anna Lindsay of Paterson. Mr. Bristoll holds the position of batteryman on the Northern Railroad. He will take up housekeeping in a newly furnished apartment at Sparkell, N. Y., about July 1st. All the boys wish "Tommy" success for the future.

DINING CAR DEPT.

On June 1st, F. R. Wainwright resigned his position as bookkeeper in this department. Mr. Wainwright has been in poor health for some time past and was compelled to secure another position that would enable him to work outdoors.

Charles Hanglin, who is a member of one of the oldest and best known families in Jersey City, is the successor to Mr. Wainwright. Mr. Hanglin has had long experience in bookkeeping and will make a good man for the Dining Car Dept. He has the best wishes of all for a successful future.

For some months past, a stork had been seen hovering over the residence of J. Bellfield (chef on car 950), of the Chicago line. Finally, on the morning of May 30th, this same stork presented Mr. and Mrs. Bellfield with a bouncing baby boy. Mr. Bellfield feels so proud of the youngster, that he has been wearing a big, broad smile ever since.

JERSEY CITY YARD.

J. P. Connelly, of the Jersey Avenue tower, has numerous friends about the yard. He was born in Port Jervis and was employed as general foreman in the blacksmith shop at Jersey City for the Erie R. R. He is 42 years old and first worked for the P. R. R. at Meadow shops as blacksmith for 10 years and resigned to accept the position he holds at the present time. He is an export in his line of trade and well liked by all his men. Mr. Connelly is married, his wife having been Miss Hayes. Her brother, Charles Hayes, is director in tower at west end of

tunnel. Mr. Connelly's sister is married to Thomas Shay, director at Grove St. tower, Jersey City. Both Mr. Hayes and Mr. Shay have been in the employ of the Erie R. R. for over twenty-five years.

JERSEY CITY SHOPS.

We had a visitor at the Shops in the person of Mr. Murray, master mechanic of Port Jervis, on the afternoon of June 12th. It was a very agreeable surprise to the boys to see him, as they often thought that he had forgotten them; "out of sight, out of mind." His visits to the shops since he left us, were like Angel's visits, few and far between. But all was soon forgiven, when he extended his glad hand and shook each with a fervency that left a lasting impression that it was real and sincere. It was the unanimous wish and request at parting that for the future he'll come earlier and more frequently.

It is with extreme regret that we have to chronicle the death of a dear friend, Wm. Barclay of this shop. He was mustered out of our ranks recently; he was a veteran of the Civil War, serving with distinction to the last bugle call, and fought his last battle well. On the last anniversary of the Battle of Gettysburg he camped on the historic battle field. The next anniversary will find him on "Fame's eternal camping ground." He was one of the oldest employes of the Erie, having worked with the Company in Piermont, the Eastern Car Shop in Jersey City, Bergen Shops and North Paterson, and finally these shops. He had been in the Company's employ for more than half a century.

NEW YORK DIVISION.

We desire to congratulate our friend, Vincent T. Connolly of Paterson, on his success in graduating from the Georgetown University of Washington, D. C., with the degree of "M. D." It will be remembered that Mr. Connolly worked for this Company during the summer months in the capacity of foreman of an extra gang, and is well known on this division. Mr. Connolly is now on the staff of St. Joseph's Hospital, Paterson, to get the practical experience, thereby bettering himself before entering the profession on his own behalf. All of his many friends wish him success.

Great excitement was caused in Passaic when Mr. T. M. DeVere, inspector Sub. Service, displayed a large American flag in front of his Howard St. residence on June 23. The occasion for this sudden display of patriotism, it was afterward learned, was the fact that it was Royal Arcanum Day.

While John Behrens, chief clerk, is on his vacation, his position is being most competently attended to by Wm. J. Penny. Arthur DeKay is attending to Mr. Penny's duties as assistant chief clerk, while Norman Quick is serving in the capacity of assistant chief clerk to division engineer.

Jos. Herron of Paterson is now employed in the electrical gang of the Signal Dept.

On June 14th the "Don't Worry Club" held its annual picnic in Jersey City. A very enjoyable time was had by the many who attended.

Claude Tuers, extra conductor on the Northern Railroad, has gone to raising ducks. He reports large gains in weights.

S. Ellen, formerly carpenter under Mr. Comfort, has been promoted to foreman carpenter, N. J. & N. Y. Railroad.

T. Garrison, carpenter foreman, is the proud father of a baby girl.

Much credit is due the forces under Mr. Knight, division engineer, and Mr. Schram, assistant division engineer, for the rapid progress made in ballasting the B. C. Railroad and the N. J. & N. Y. Railroad. It is hoped that the good work will continue.

It was with no little surprise that we heard the stork had visited our well-known supervisor, Robert T. Davis, and presented him with a fine little baby boy. His proud father has already signified his intention of some day making him a division engineer or place him in some other responsible position. We congratulate you, "Bob."

It is understood that Allen Sproat intends taking the position of electrical gang foreman; that is, "if" it is offered him. Why not confer with I. H. S., "Bill"?

DELAWARE DIVISION.

Thos. Reagan, supervisor, Delaware Division, is at this writing confined at his home recuperating from injuries sustained when his motor car struck a block of wood at a crossing on the Division, causing the car to leave the rails. Mr. Reagan sustained a broken arm, same also being

dislocated at the elbow, and many bruises.

The Department of Police at this point is doing very effective work in the removal of illegal train riders from their methods of stealing transportation. Some boy that Hoffmire.

The Division fisherman has made no notable catches thus far this season. That new steel rod is a jinx.

Augustus King, automatic signal maintainer and bass drummer in the Susquehanna Erie Band, recently put a speeder car into train 30's extra baggage car, for Gulf Summit, and then climbed into the smoking car. When the train stopped at the Summit and Gussie went forward to unload the speeder, the car was found empty and the door wide open. The speeder was found half way between this point and Susquehanna. How did it get there, Gustaf?

John H. Garrison, clerk in the superintendent's office, recently spent a few days in Port Jervis, N. Y., the home of his childhood. He still more recently addressed an appreciative audience of three on "The Sphinx and the Pyramids; their cause and effect."

A successful dance, one of a series to be given by the Erie Susquehanna Band, was held in the Laurel Athletic Club ballroom at Susquehanna on the night of July 3d.

A new concert pagoda has been erected and presented to the band by the Company and the town of Susquehanna, to accommodate between thirty and thirty-five men.

SUSQUEHANNA SHOPS.

Frank W. Haynes and Miss Alice Jamison were united in marriage June 17th, 1913. Mr. Haynes, who is a very popular young man, is employed as timekeeper in the master mechanic's office at Susquehanna. Mrs. Haynes is a very charming young lady and very popular in the younger society. The esteem in which this young couple is held was attested by the numerous and valuable gifts, as a token of the happy event. During the evening a luncheon was served, after which they departed on their wedding trip to New York, Washington and other points.

Mechanical Superintendent A. G. Trumbull was officially engaged at Susquehanna June 26th.

The clerks of the master mechanic's and storekeeper's office and the shop foremen, engaged in a game of baseball June 7th; the clerks triumphing by a score of 19 to 14. The all around work of both teams was excellent and it was a much better game than the score would seem to indicate.

The Susquehanna Erie Band gave a dance at Great Bend the evening of June 4th, which was a successful and most enjoyable affair. A large number of Susquehanna people attended and the dance was pronounced as most enjoyable from every point of view.

Piecework Timekeeper Norman Christen was in attendance at a recent State League baseball game in Binghamton, and reports that the Binghamton Club is a classy outfit and predicts that the 1913 pennant will float proudly over Johnson Field during the coming season.

General Storekeeper M. J. Collins and Miss Mabel Brush were married in New York City, June 12th. "Mike" got away with the early stage in his usual quiet and diplomatic manner, but the boys were there at the finish with bells on. Upon the return of the happy couple on June 19th they were met by a large delegation of Erie men, together with the famous Susquehanna Erie band, numerous automobiles and plenty of "red fire," and were escorted through the town to their new home by practically the entire population. Mr. and Mrs. Collins were highly elated with the reception and, although taken entirely by surprise, were equal to every demand of the occasion.

This marriage business is becoming contagious in Susquehanna, and the visible supply of eligible bachelors is rapidly becoming exhausted. We look forward, however, with great pleasure, to one more "Star" event in the near future.

Tool Room Foreman Sperl has owned and operated an automobile for over two months now and is not yet eligible to the "Rip Snorters," not having drawn any blood.

B. Robeson, special apprentice, has been promoted to the position of stripping gang foreman, succeeding Leonard Smith, who has been advanced to the position of Erecting Dept. foreman.

The local disciples of Izak Walton are having some great sport at Lanesboro on the Susquehanna River these days. Master Mechanic Harrington is considered one of the most expert at landing the elusive bass.

General Foreman Thibaut, General Roundhouse Foreman Sholl and Apprentice Instructor Dailey attended

the recent outing of Dunmore Shop Staff at Lake Aieral and report a fine time.

BRADFORD ITEMS.

On Monday, June 16th, Robert J. McQuilkin was united in marriage to Miss Pearl Camp. Mr. and Mrs. McQuilkin departed for Buffalo, Erie and various other points. They have the best wishes of their many friends in their future happiness. Mr. McQuilkin is our all around man at the Shops.

Conductors Thomas Farrer, Thomas Hollarn, Frank Maginn and their families, have returned after six weeks' trip through the West.

Edward Langworthy, formerly a conductor on the Bradford Division, was in town calling upon his old friends.

James Burns, "Irisher," has been spending a few days at Dushore, Pa.

Samuel Melson, platform foreman at the freight house, is recovering from an injury, which he sustained while on duty.

E. Kelly, coach cleaner, has recovered from a long illness and is among us again.

Great success is being accomplished on the Riderville Trestle. There are two trestles to be filled in, one being 850 feet long and 42 feet high, the other being 750 feet long and 372 feet high. There are about 35 men employed at Riderville to work on these trestles. M. Conroe, conductor, has charge of the train crew; Mr. Crabb has charge of the steam shovel and Mr. Slater has charge of the Lidgerwood. The smallest trestle is nearly complete, and the men are about ready to begin work on the larger one. Having these two trestles filled in, makes a large improvement for the Erie and savors of Safety First.

STROUDSBURG SHOPS.

The word "Susquehanna" is a splendid improvement over the N. Y., S. & W., on the rolling stock.

The third trick despatcher on W.-B. & E., Ralph J. Flynn, and Miss Catherine Wallace, only daughter of Edward Wallace, one of Stroudsburg's leading business men, were recently married.

Storekeeper S. E. Knapp and Miss Katherine McLoughlin of Avon, N. Y., were married in that city May 26th.

N. E. Rhodes, a former storehouse inspector on the Erie, but now with the Michlin Tire people at Milltown, N. J., spent his vacation here; the boys were glad to see "Eddie."

Samuel Phillips, father of Charles Phillips of the shops, died recently. Mr. Phillips was over 91 years of age, and was born and always resided at Stroudsburg.

Geo. S. Tillman, supervisor of locomotive operation, mourns the death of his father, J. H. Tillman, which occurred at Rochelle Park, N. J., June 16th. The superintendent's staff and the foremen of the Stroudsburg Shops, showed their sympathy by sending handsome floral tributes. Mr. Tillman was in his 70th year and is survived by two sons and two daughters.

Frank B. Wildrick and Fred J. Henry, clerks in the Mechanical Department, spent a few days in Chicago in June, it being their first visit to the "Windy City."

The Mechanical Department timekeeper, Arthur W. Bowlby, has invested in a canoe, which he has launched on the Delaware at Water Gap. And, of course, "Arty" spends his evenings at this famous resort recuperating, and incidentally takes the fair sex out canoeing; or, as "Pete" Edinger would say, "out paddling."

BUFFALO MACHINE SHOP.

Effective June 1st, 1913, Engineer Michael P. Healy was promoted to Road Foreman of Engines to succeed J. Lang, who resigned of his own accord to go back running an engine and has selected the Tonawanda run. We all wish Mr. Healy the best of success in his new undertaking and trust that all concerned will co-operate with him in order to make his administration a most successful one.

T. F. Howley, Inspector of Locomotive Service, paid us an official visit a short time ago and all were pleased to see him.

C. A. Larson, Traveling Auditor, paid us a visit a short time ago, checking up Buffalo Machine Shop and East Buffalo Assorting Plant time records.

Fred Hoefner, who served his apprenticeship and worked as Machinist at this shop was a recent visitor and all the boys were glad to see him again. Fred is looking well and reports having enjoyed a long and extended trip through the West, having visited California, Colorado, Arizona, Mexico and various other places. He is now contemplating a trip to Honolulu and through the South. Good luck to you, Fred.

INVENTORY TIME AGAIN!

It is with much regret that we announce the death of Engineer John Sheridan, which occurred June 20th, 1913 at his late home in Monticello Ave. after a brief illness. Mr. Sheridan entered the service of this Company in the capacity of Locomotive Fireman, July 6th, 1880 and was promoted to Engineer on May 18th, 1888, in which position he has always faithfully performed his duties and was well liked by his associates. We all join in extending our sincere sympathy to the bereaved ones.

Albert Pomplun, Machinist Apprentice at this shop, has served his time and is now a full-fledged Machinist. Congratulations and good luck to you, Al.

We understand that Joe Feldmeyer, Machinist, has joined the ranks of the Benedicts. Thank's, Joe, we don't smoke.

Messrs. L. W. Franklin, George Semrau and H. J. Atwood, locomotive firemen, have also joined the ranks of the Benedicts. Cheer up, cheer up, boys, don't be so downhearted; why should we worry?

Our popular and congenial Machinist Ben Reinbold, has now donned his straw cap and may be seen most every Thursday and Sunday evening and sometimes on Tuesdays, Wednesdays and Saturdays, hiking outwards Sycamore Street. "You ought to was dere," says Ben, "such a time vot ve are hafing all by our lonsome." That's all right, Ben, but some night you will meet Dan Cupid out that way.

BUFFALO CAR SHOP.

He studied at Buffalo College, till his brain was filled with knowledge,
To measure a squill or make a pill, he got a high degree.
Till he broke away one day and to his wife did say,
"I think I'll have to go, this job is much too slow, and strike
The Boss who I know quite well, for a job on the E-r-i-e"
But, his wife nearly died with fright, when he came home at night,
All covered with dirt, he had soiled his shirt, and his pants were torn at the knee.
He is highly educated and his prospects quite elated,
For promotion soon will be slated,
If Roy sticks to the E-r-i-e.

Tourists and excursionists and travelers generally, are flocking in by the hundreds, but our Station Master, J. Leid and his able corps of assistants, are fully qualified to handle the business. The more they come the better they like them. And it keeps "Roxy" Connors on the jump.

Our passenger equipment is in fine shape and is giving general satisfaction. The "Old Reliable" is always on the job.

Otto Deuchler and Albert Volk are entered in the Motor Cycle Race on July 4th, to Rochester and return with twin cylinder machines. We are all rooting for them.

The Hinkey Dinks, J. Manquin, President, C. Dietchler, Secretary and Treasurer, are giving their annual outing Sunday, July 20th and all Erie employes are invited at Snezies Grove, Hamburg. A game of ball will be pulled off between the pipe-fitters and tinsmiths, with dancing in the evening. A string orchestra will be supplied by Hunkemoller's Cornet Band; Solo by Mike Oehler on the Cymbals. J. Preigozer, Leader and Solo Cornet.

Our Charles Woolley, Telegraph Operator, has returned from a visit to Los Angeles, Cal. Charles says, undoubtedly it is a land of Roses and Sunshine, with a few earthquakes thrown in, occasionally, but Buffalo is good enough for him any time.

The Erie slogan "Safety First" is bearing fruit. Everyone at the shops is certainly taking notice and accidents are practically reduced to a minimum.

There is great activity and bustle at the Erie Passenger Station.

The Fire Team is practising regularly for the great event at Binghamton on July 23rd.

Mr. Walter Reese and his fiancee and her mother as chaperone and brother, as crew, are taking an extensive canoe trip to the Thousand Islands. They started on July 4th, via the Erie Canal and the St. Lawrence River.

There were quite a few Erie Employes on Saturday, June 14th, as spectators in the Suffragette Parade and two of our well-known clerks were very active carrying banners. Probably henpecked, it would not be diplomatic to mention their names, so we will withhold them, but fervently hope that they will grow older and wiser.

Mr. James Doherty has bought a new home on Maurice St. and has a very nice and comfy residence, veranda and garden and all improvements. He entertains quite a number of friends evenings.

Our Erie police at the Buffalo Yards are sure stuff on Car Burglars.

Thos. Gibbons, Night Watchman, and family, hvae returned from Washington, Baltimore and New York, after renewing old acquaintances among the Congressmen and Senators. He will be a regular Badicker and guide for the future, for any one thinking of taking the same trip.

It is too bad some of the Clerks go to Crystal Beach and have to miss the last boat.

Edwin Rathka has been using a bicycle for some time past, but owing to its odd construction, believes he can get to work sooner by walking; this he is doing.

Carl says, "My wife is going to the country, me for Cincinnati. Why should I worry?"

Our famous lumber inspector recently had an unusual experience over the telephone. One of his men, a foreigner, called him up one day in the following manner. Mr. Dennis, being at home, answered the 'phone and the voice from the other end said:

"Iss dis Mr. Den, de boss of de lum?" Mr. Dennis replied, "Yes, this is Mr. Dennis." The stranger then said, "Dis iss me, Tony De Flor." Mr. Dennis replied, "Well what can I do for you, Tony." Tony replied, "My boy, Jimmey, you know, de ketchum de pinch, no workie tooda, workie tomar. Goodbye." This ended the 'phone conversation and I believe the above is self-explanatory.

MEADVILLE SHOPS.

The apprentices of the Meadville Shops of the Erie, some 68 in number, enjoyed their first meeting as a social organization, by a picnic, at Conneaut Lake, on June 16th.

President Underwood and Vice-President Stuart paid the shops a visit.

General Foreman Sutherby spent "Greater Meadville Day" visiting points along the line in New York State.

Adam Kegersen, assistant foreman of laborers, had a very close call through a singular accident. While overseeing some of the men an engine on a shaking down trip threw from the stack a piece of iron, striking him on the head, inflicting an ugly wound. He was removed to the hospital and is still unable to resume work.

John Horan (Honne), machinist for upwards of 20 years on the Erie, died of pneumonia on June 16th. His aged father and three brothers survive him.

Thirty-five train despatchers of the Erie had their annual outing in a grove adjoining the city on "Greater Meadville Day." Automobile trips, an elegant dinner and an immense social time, made the occasion one of the best ever. The official photographer, J. E. Bailey, was there also. Messrs. T. H. Lahey, R. A. Wetzel and William McKnight, the Committee, were voted princes on entertaining.

The running team of the Erie Fire Dept. is now practising daily under the coaching of J. E. Merkts, engine inspector. New uniforms have been purchased and preparations are now under way to receive the boys when they return with the trophys.

The baseball clubs of the Erie now have a field of their own prepared for them by the Erie.

MEADVILLE DIVISION.

Miss B. Alverna Siverling, the popular telephone monitor in dispatcher's office at Meadville, surprised her many friends on May 21st, when she was united in marriage to A. L. Hornstein, who is connected with the Meadville Malleable Iron Company. Mr. and Mrs. Hornstein have the best wishes of many friends in their wedded life.

On June 9th about three miles additional double track was placed in operation east from Meadville. The double track extends within one mile of Saegertown.

Mr. and Mrs. F. D. Lakin departed on No. 11, June 10th, to take up their residence at Huntington, Ind., where Mr. Lakin has assumed the duties of division engineer on the C. & E. Division. Their many friends were pained to see them leave and extend both Mr. and Mrs. Lakin their best wishes for the future.

J. E. Fletcher, Mr. Lakin's successor, has taken up his duties on Meadville Division.

G. A. Heckman, dispatcher at Meadville, recently returned from a trip through the West, having visited friends in Chicago, St. Paul aud Seattle, Wash.

Miss Ethel Watson, daughter of former Dispatcher P. W. Watson, died at her home Sunday, June 8th. Miss Watson was a beautiful and highly esteemed young lady, and the heartfelt sympathy of all is extended to Mr. and Mrs. Watson.

C. G. Moekel, chief dispatcher at Marion, O., also Dispatchers Dressler and Welsh of the Cincinnati Division, paid a visit to Meadville recently look-

ing over the dispatcher's telephone system.

Dispatcher and Mrs. T. J. St. Clair departed June 6th, to attend the Train Dispatcher's Association convention at Los Angeles. They will combine pleasure with business and visit many points of interest in the Golden West, expecting to be gone about a month.

C. S. Blystone, car distributor, Meadville Division, is making regular trips to Cochranton, and his companions say he wears a happy and contented smile; also seems to be doing a lot of figuring.

General Manager Dunkle and Supt. Ferguson attended the annual dinner of the Oil City Chamber of Commerce recently.

S. I. Woodside, agent at Millers, who has been away on a six months' leave of absence on account of ill health, resumed work on June 11th.

Howard McMahon, operator at Johnson's, is working in "HF" office during the summer season.

CLEVELAND SHOP NOTES.

Through the energy and perseverance of F. Painter, foreman of the Pipe Shop, we now have completed an entire change in supplying our supply oil tanks from the barrel with oil. The matter was taken up with General Foreman Good some time ago for the betterment of the service, where good results could be obtained; also the great saving of oil, time and labor. To those interested in the care of oil, we will quote some facts that can be verified. All of our lubricating oils in black can be dumped in the reservoir in four minutes and emptied in the supply tank in two minutes. The valve oil can be dumped in the reservoir, which is separate, in six minutes, and emptied in the supply tank in four minutes. Not one drop of oil is wasted when attended to. The valves are all self-acting, open and shut at random. The funnel is permanent, square-shaped, 12x 20 in., with the screen soldered on and is screwed on the supply pipe valve. To prevent all dirt and ingredients getting into the oil or reservoir, turn on your air, which can be regulated from 5-lb. pressure up to 60 lbs.; open up release valve and it is all done. . Burning oils, such as Sig. H. light and kerosene, is done much quicker, is very simple in operation and is accomplishing the best of results.



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If the railroad watch requirements on your road change within the next five years—

Or if you enter the employ of some other railroad where the watch requirements are more rigid and the Studebaker Watch fails to pass watch inspection—

Then we will give you a new watch free that does fulfill the requirements.

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Learn what it means to have this protection.

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71 Endmore St.
South Bend, Ind.

There was no mistake made in the appointment of Fred Hunter, machinist, to the position of assistant foreman in the back shop, temporarily, in place of F. Ravenrie, who is on the sick list. He has proved himself to be able to handle all work assigned to him and is certainly the right man in the right place. We wish to encourage all men to take the same interest and are pleased to write him up.

T. C. Hart, foreman Light Repair Yard, has resigned. J. F. Fitzgerald, car inspector at Brier Hill, promoted to fill the vacancy.

C. G. Myers, steel car foreman, resigned to accept position as M. C. B. clerk, with the N. Y., C. & St. L. Railroad. Harold Foster was appointed foreman of material, vice Ernest Edwards, resigned to accept another position out of the city.

Since the aappointment of Ed. Poponsky, some two months ago, as foreman of the sand blast yard, he has ably filled the bill and takes great interest in the work that is allotted to him.

After a much needed rest, R. E. Gragoo, our very popular assistant general foreman, spent his several vacationdays at his old home in Lexington, Ky., with friends and relatives, and reports having a very agreeable time, more particularly with his aged parents, who had not seen their dear boy for some years.

E. L. Wood, foreman of the coach yard, spent his several vacation days with his wife and family in Greater New York and Boston. The sights he had the pleasure of looking over are too numerous to mention and will be for days to come his first thoughts.

Since the appointment of Ed. Popatrick, stenographer, the position is very ably filled by F. Suner, who is right on the job at all times.

F. Becker being transferred to other duties, T. Rotherberg was appointed to fill the vacancy, which is being done in a very satisfactory manner.

C. W. Boer, transferred from car clerk to foreign car clerk. F. Glosh, stenographer, takes the place of Boers as car clerk.

Since the appointment of C. W. Anderson to assistant in Freight Car Department, Ben Rubin takes his place on the ledger desk. N. Neber fills in the place of Ben Rubin as timekeeper. F. J. Rielly goes to the accounting desk in place of L. Neber.

Since the new regulations on the M. D. of running the Erie engines through to Pittsburgh on the P. & L. E. R. R. since June 8th, it has proved very satisfactory to all concerned and saves a great deal of time at Youngstown and more or less confusion. Everyone is greatly interested in the welfare of the combination. The Erie engines are run on trains 26, 30 and 18 eastward and back on trains 25, 21 and 43 westward. P. & L. E. engines are on trains 24, 22 and 20, eastward, and back on trains 23, 19 and 17; through to Pittsburgh and return.

NOTES FROM GALION, O.

T. O'Neil, foreman of section No. 28, recalled to our mind, on the 22nd of June, that it was just thirty-three years previous to that date that the old A. & G. W. was narrowed from 6 ft. to 4ft. 8½ in., or what is now known as standard gauge. The track was narrowed from Dayton to Leavittsburg in four hours and was ready for narrow or standard gauge trains the same night. This job was said to be the most successful one of its kind ever undertaken in this country. So well was the work done that not a derailment was reported. P. D. Cooper was then general superintendent; Charles Latimer, chief engineer; J. W. Alsop, roadmaster of the fourth division and M. J. McInerney, who now resides in Mansfield, was roadmaster of the third division. There are now but two men living in Galion who assisted Mr. O'Neil in this work, John McMahon and Cornelius Ryan, at present employes of the "Big Four."

An emergency hospital for use of the employes of the Erie shops, is now in the course of construction and when completed will be a handsome and much appreciated addition to the plant. The hospital building will be a one-story structure 15 by 20 ft. in dimensions. It will be equipped with an operating table, chairs, hot and cold water baths, all necessary surgical instruments and medical supplies to render first aid to the injured. The building will be heated by steam, will be well lighted, as one entire side will be made up of frosted glass. Leading to the building from an adjoining street will be a well-graded gravel drive, thus giving ambulances and cabs easy access. The hospital idea originated with master mechanic G. T. Depue, who broached the subject at a recent meeting of the shop committee.

The idea met with the speedy and general approval of all employes, who have declared their willingness to defray the cost of the necessary furnishings. When completed Galion shops boys can well feel proud of their model Red Cross establishment.

Twice a month pay-days are now in effect at Galion shops, the last Ohio Legislature having passed a law making it imperative for employers to pay their employes at least twice a month. The first payrolls under the new ruling were made up on June 15th.

W. L. Fulwider of Mansfield, has taken a position in the offices of master mechanic Depue, as stenographer.

John Ordosh, well-known boilermaker, was married on Sunday, June 15th, to Miss Lucy Mathias, daughter of Henry Mathias, assistant foreman of the boiler shop. The newlyweds enjoyed their honeymoon at Chicago and Milwaukee. Their numerous friends extend congratulations and best wishes.

HAPPENINGS AT HUNTINGTON.

On June 7th, we were favored with a visit of inspection by a party consisting of President Underwood, Vice-President Stuart, General Mechanical Superintendent Schlafge, Mechanical Superintendent Fitzsimmons and Superintendent Car Dept. McMullen.

On June 15th, Tank Shop Foreman Simon Drover was transferred to light carpenter work at his request, due to advanced years. Reasons given are that he thought it required a much younger man to fill the position held by him for a number of years. Mr. Drover entered the service of this Company June 7th, 1882, as carpenter, and helped to build the depot and eating house at Huntington, which was at that time known as the Chicago & Atlantic Railroad. He was then transferred to the roundhouse at Huntington, January 8th, 1884, as carpenter. August 3d 1891, he was assigned to the position of carpenter foreman, which he filled in a very satisfactory manner to the date of his resignation, and there are but few men, if any, at Mr. Drover's age, 76, in the service of the Company, who could compete with him in the amount of work done. No work assigned to him has ever been too hard, and the employes under him and all other shop employes and foremen have great respect for him. It is a pleasure to note the kind manner in which the Company has handled this case in taking care of the old em-



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E. M. 6

ployes, it being the policy of the Company to do the best possible for their employes who have rendered faithful service, as in Mr. Drover's case, and all shop employes and foremen join in good wishes to Mr. Drover and trust that he will live to spend many more happy days in the service of this Company.

Mr. J. A. Duffy, piecework checker of Dunmore Shop, was recently at Huntington on special work. Jimmie is a fine fellow and made lots of friends while here. We would be pleased to have him visit us again.

Mr. H. W. Craig, special apprentice from Mr. Fitzsimmon's office, is at this shop on special work. We understand he is very fond of moonlight picnics. Can't blame him.

C. Unger, blacksmith helper, has been home several days, due to Mrs. Unger being sick.

Eugene La Pointe, our venerable blacksmith, has been off duty attending the wedding of his daughter, Gertrude.

M. O. Hilderbrand, tool dresser in Blacksmith Shop, contemplates taking a trip to the coast next month. Mr. Hilderbrand is sent as a representative to the Christian Temperance Union, and undoubtedly will make one of the ablest addresses to be heard there this year.

O. Zigler, K. Triggs and B. Harrel have accepted positions as blacksmith helpers.

W. Whitcomb, blacksmith helper, resigned and went back on the farm, where the birds warble among the butter cups.

C. Goldsmith returned to work after several days' sickness.

Our genial general foreman, Mr. H. W. Sasser, and wife, attended a family reunion at Newark, Ohio, June 16th.

William Noonan, from the Test Department at Meadville, Pa., was here for a couple of days on special work.

Thomas Merrett, general inspector, recently paid this shop a visit.

A. L. Greenleaf, traveling auditor, is at Huntington checking shop time records.

C. Dungan, fitting shop foreman, resigned and returned to his former position in Erecting Department. H. Myers has accepted position as fitting shop foreman.

Our engine dispatcher, T. J. Sullivan, has been off duty for several days, due to sickness.

Assistant General Foreman J. S.

The Geo. D. Davidson Co.

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Scanlon is in Hammond and Chicago looking after safety appliances on engines.

Mr. and Mrs. Wilbur Hammond have returned from enjoying their honeymoon at Buffalo, N. Y., and other eastern points.

A. D. Ereheart, from Indiana University, is home for the summer and has accepted a position as blacksmith helper in smith shop.

Our assistant roundhouse foreman, John DeMoss, has become quite a prominent figure in automobile circles. John's machine, he calls it the "Red Devil," was built by H. L. Marx in Kokomo, Indiana, by his request, April 2, 1906. While a little old in years, nevertheless it makes running time records, waking up the dead in cemeteries in passing by. Here is a problem, John says, for some one to figure out. He left the court house at ten minutes after 2, waited at the Wabash Railroad crossing three minutes, also stopped four minutes on the road to drive a lot of spotted pigs off the road. The farm is four miles from the court house, and he arrived at the farm fifteen minutes after 2. Come again, John.

June 10th, being the eve of our general foreman, Mr. Sasser's, birthday, the foremen of each department decided to have a surprise on him. They met in a body and proceeded to the residence of Mr. Sasser. Mr. Sasser being called to the roundhouse on some business pertaining to No. 14's engine, on his arrival back home was taken by surprise. Mr. Daltry, our blacksmith foreman, who is always there when it comes to delivering an address on these occasions, made the presentation speech. Mrs. Sasser, who always does things right, had a fine three-course luncheon prepared, to which all sat down and thoroughly enjoyed. It would require too much space to mention all the good things they had. After luncheon Mr. Dan Caddahan entertained with a fine song, "Down Where the River Shannon Flows," and William Kase, painter foreman, returned with a German song, which was highly appreciated. The Erie quartet, composed of D. J. Caddahan, William Kase, Harry Elvin and Louis Brubaker, sang "Old Black Joe" and several other songs, the favorite being "Home Sweet Home," and in return thanked Mr. and Mrs Sasser for the manner in which they had entertained their friends.



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FOR SALE—Canoe and Camping outfit at reasonable price. Information can be secured by application to Mr. T. C. Carroll. Room 269, 50 Church St.

FOR SALE—A Columbia Phonograph and Six Records, good condition. Cost $30, will sell for $15. Address, Agent, Prospect St., Passaic, N. J.

ANCONAS and Black Leghorns, $1.25 per 13 eggs from prize stock. Henry T. Evans, Blassbury, Pa.

BARRED ROCKS and Silver Laced Wyandottes. Eggs for hatching, 75 cts. per 13. J. E. McMunn, Clerk, Greycourt, N. Y.

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EGGS for Hatching from my Choice Pen Pittsfield Plymouth Rocks; noted for their heavy laying. Limited number settings at $1.50. G. W. Pulis, Agent, Caldwell, N. J.

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EGGS from Kellerstrass Crystal White Orpingtons, low down, red eyed, shapey, vigorous birds; every bird in these pens trapnested, settings, $1.50. Also grand matting of silver laced Wyandottes, slide open lacing, settings, $1.50. B. Rubin, 2561 E. 50th St., Cleveland, O.

EGGS from choice matings, half price for balance of this season. Columbian Plymouth Rocks, America's best utility fowl, $1.50 per 15. White Indian Runner Ducks, white egg strain, eggs, $1.50 per 13. C. R. Deardorff, North Judson, Ind.

EGGS FOR SALE from Kellerstrass strain of prize winning and egg laying strain of White Orpingtons, for a short time only, will sell eggs for $1.25 per 13. Address, James Gibson, Yard Master's Office, Corning, N. Y.

FOR SALE—Golden Duckwing Game Bantam, winner of the following: 1st and Cash Special Scranton, Pa., 1912; 1st Wilkes-Barre 1912; 1st and Special Pittston 1913, also Light Brahama Fowl Hen, winner 1st and Special Pittston 1913. Address, W. A. Cavanagh, 518 River St., Scranton, Pa.

FOR SALE—J. W. York b flat Cornet, gold lined bell and gold engraving, leather plush lined case. Instrument been used about two weeks. Original cost $62, will sell for $40. Write me. H. L. Hoard, Erie Tel. Opr., 91 Main Street, Salamanca, N. Y.

FOR SALE—Six room house and lot, all moderate improvements, situated at No. 69 Hackensack St., East Rutherford, N. J. Size of lot, 40 ft. by 140 ft. Chicken coop and run for 125 chickens. Six peach trees. Two Bartlet Pear Trees. Two Grape vines. Will sell on easy terms. Enquire, H. S. Wood, Officer, Erie Police Dept., Jersey City, N. J.

FOR SALE—White Angora Rabbits, age 2 to 4 months old. Price $1.00 per pair. R. Greenwood, 563 E. 19th St., Paterson, N. J.

YOUR NAME neatly written on one dozen cards for 15c. L. H. Kinney, Moosic, Pa.

R. C. R. I. Red Eggs, Tuttle Strain, $2 per 15, from Hagerstown and Columbus winners. C. S. Anglemyer, Agent, Washingtonville, O.

TO LET—Very desirable apartment, five rooms, all improvements; first floor, 43 Wood St., Rutherford, N. J.

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WOULD LIKE TO EXCHANGE a Boston Musical 3-Star b-flat Cornet, or a new L. C. Smith and Bros. Typewriter for a silver plated C pitch Cornet. State maker's name and condition of instrument. E. H. Van Patton, Operator, Avoca, N. Y.

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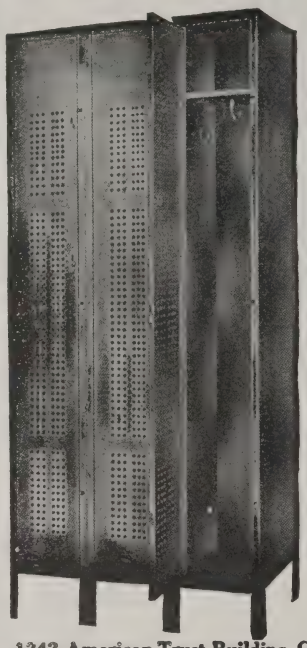
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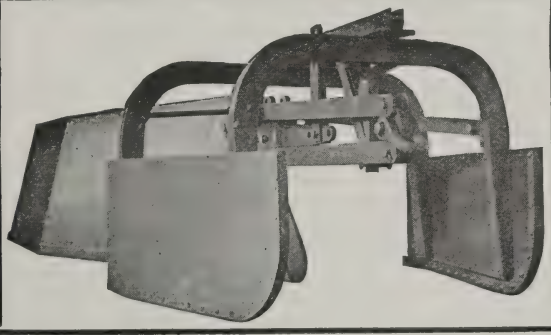
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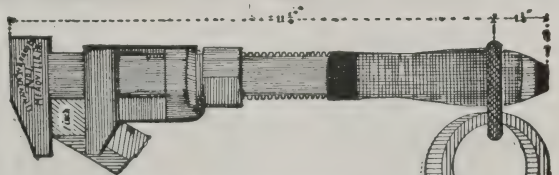
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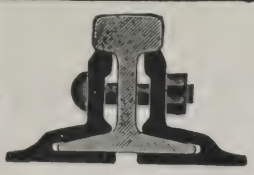
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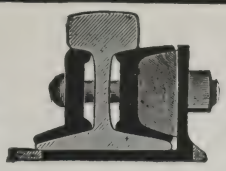
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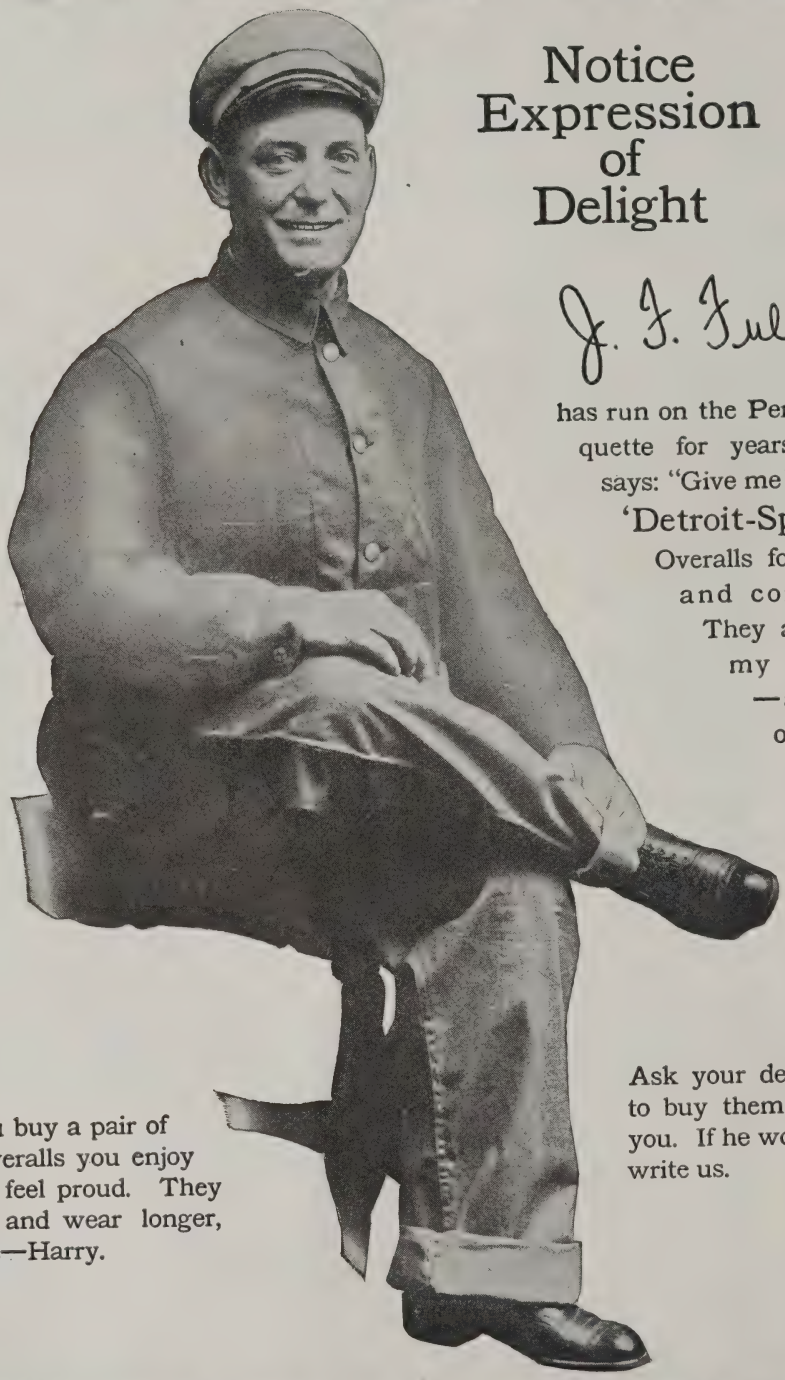
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EMPLOYES MAGAZINE

1913

AUGUST

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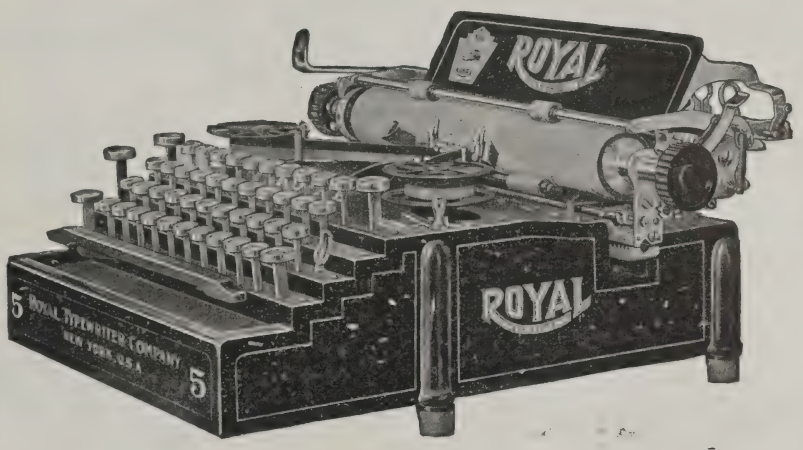
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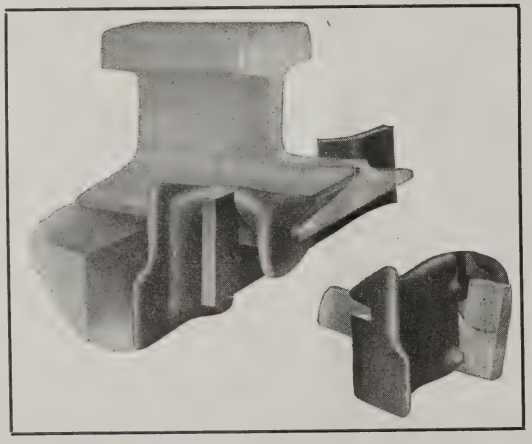
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THE ERIE RAILROAD EMPLOYES' MAGAZINE

Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 50 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 9. AUGUST, 1913. No. 6.

BY THE TICK OF AN OLD ERIE RAILROAD CLOCK.

Told Time on the Wall of the Master Mechanic's Office at Buffalo, N. Y., for 35 Years—How It Came There and the Part the Recent Banquet of the Erie Railroad Association at Buffalo Played in Having It Returned to Its Original Owner—A Real Story of Sentiment and Old Friendship.

THIS is a story of heart-interest, whose plot is woven about an old Erie Railroad clock, that ticked off the seconds, minutes and hours in the office of the master mechanic at the Erie's machine shop, Buffalo, New York, for 35 years.

That is a long time for a clock to do duty, and it pays a tribute to its makers for giving quality for cash. The words in the grandfather's clock song, however, which say

"It stopped short, never to go again,
Since the old man died"

Do not in any way apply to the stopping of this clock, for no pang of sorrow intervenes to mar the real heart-sentiment that is associated with the passing of this clock from the Buffalo Machine Shop back to its original owner.

The beautiful story of this dear old clock had its origin at the banquet of the Erie Railroad Association held at the Hotel Iroquois, Buffalo, N. Y., on the evening of May 2nd, last, when the boys assembled, enjoyed a bountiful spread, sang, told stories and listened to bursts of oratory delivered by able speakers.

Among the latter was one veteran of the Erie's mechanical department (they called it motive power department when he was a lad), and he was none other than George A. Post, now president of the Standard Coupler Company, who, for some reason that even he, himself, is unable to ascribe, is very often referred to, affectionately, as "Colonel."

Mr. Post today is a man who is honored among men, because his career ever since he held an humble clerkship in the shops of the Erie Railroad at Susquehanna, Pa., has been upward and onward. He was elected to Congress from the Susquehanna district during a factional fight, when scarcely more than a mere boy; in fact, when he reached the Capitol and took his seat in Congress, his youthful appearance attracted attention and he was soon known as the "Boy member of Congress."

But, young Post was a staunch sort of boy who by his own courage and brilliancy did honor to himself and the Democratic party whom he represented. He was offered positions of great responsibility and trust by cabinet members, all of which he declined and he even attracted the attenion of President Cleveland, who then occupied the chair.

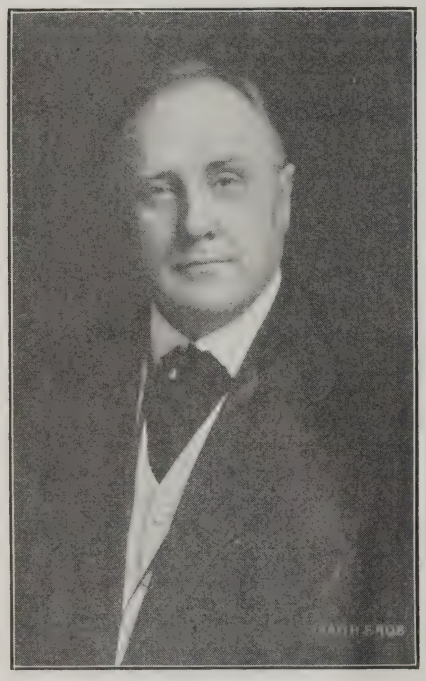
Leaving the political arena Mr. Post entered business life and the same brilliant traits that attracted men of high National reputation to him, when he shone at Washington, at once manifested themselves and the success that might have been expected came to him as a result. And now, as stated, he is president of the Standard Coupler Company, a successful corporation, because George A. Post and his associates "deliver the goods."

A newspaper clipping found in the archives of the editorial sanctum of this Magazine, says that Mr. Post once declined being appointed Judge, because he knew another Judge in Sus-

quehanna that he always addressed by his title when they met and he thought it would be embarrassing to have the elder occupant of the bench address him as "Judge", when he had dallied with the law but one brief year. The clipping, furthermore, states that Mr. Post is an Owego boy and was once a member of Scott Harris's Bible Class.

That would seem to indicate that Mr. Post received the right sort of early training, even though the good book and politics never seem to work together with a very great degree of success.

A trait in the character of Mr. Post, which completely overshadows all else that may be great within him, is his loyalty to his friends and his devout appreciation of the meaning of



GEORGE A. POST.

the word "Gratitude" and it is this appreciation of what that word means, that plays so important a part in the return of the old Buffalo machine shop clock to its owner, Mr. F. M. Wilder, now superintendent of the Standard Coupler Company's Works at Bridgeport, Conn.

Another sequel to the banquet of the Erie Railroad Association at Buffalo on May 2nd, was the Erie references made in the speech of Mr. Post, he having been asked by President Underwood of the Erie Railroad Company to preside at the banquet, on account of the unavoidable absence of the latter through the illness of Mrs. Underwood.

Mr. Post was the principal speaker of the evening and his speech was built upon his former identification with the Erie Railroad Company in the seventies, when he was private secretary to superintendent of motive power F. M. Wilder at Susquehanna. Among those who listened with marked attention and appreciation to the remarks of Mr. Post, was Frank Tuma, master mechanic at the Buffalo machine shops, and he began to reflect seriously.

The speech recalled to the mind of Mr. Tuma that, hanging on the wall of his office was an old clock that was associated with F. M. Wilder when he was master mechanic at the same shops. It was thought at first that the clock was the property of the Erie Railroad, but investigation proved that it had been hung on the wall by Mr. Wilder, it being a gift to him and when he went to Susquehanna had failed to take it along.

This suggested the nice idea that maybe Mr. Post might appreciate having the clock sent to him, not so much as a matter of sentiment, as that it would recall old and pleasant associations with the Erie.

Mr. Tuma then sat down and wrote Mr. Post a long, pleasant letter, telling him about the Wilder Clock and asking him if he would like to have it, his idea being that he, as a former employe of Mr. Wilder, might care to preserve it. Mr. Post wrote Mr. Tuma a quick reply fairly jumping at the chance to get the clock in his possession. But, he did not wish to retain it. What he did want was to send it on to his old friend Wilder at Bridgeport and as soon as the clock reached New York it was put in good repair and forwarded promptly. Now it ticks upon a Wilder wall and is a constant reminder to its owner of many pleasant and eventful years spent in the motive power department of the Erie Railroad.

The inscription on the face of the clock reads "Installed 1878, F. M. Wilder, Master Mechanic."

So much for the clock. As to the banquets of the Erie Railroad Association, it is the belief that the annual gathering of the clan has a

tendency to accomplish much good among the men in the various departments. Personal contact leads to better results than correspondence. The programs furnished at these gatherings bring the men more closely together and it is noticeable that much good has resulted for the general welfare of the Company.

The little incident of the Wilder clock is an example; had there not been a banquet at Buffalo on May 2d, then Messrs. Post and Tuma would not have gotten in touch and they would, probably, still be strangers. It is certain the old clock would still be ticking on the wall of master mechanic Tuma's office and this little heart-interest story would never have come to light. Who knows how much good these annual gatherings do? All men do not speak out, but experience shows that they are among the best things that have been thought of in Erie circles for the encouragement of good fellowship and the combining of business with pleasure.

Following is the correspondence that passed between George A. Post, F. M. Wilder and Frank Tuma in relation to the clock. It is not only interesting, but tells a pretty story in a comprehensive and entertaining way.

New York, June 26th, 1913.

My dear Mr. Wilder:

There has been forwarded to you by express a box containing a clock, which was installed in the office of the Master Mechanic of the Buffalo Machine Shop of the Erie Railroad in 1878, during the time when you presided over that shop. The story of how and why this clock now comes into your possession is an interesting one, full of sentimental reflection for both you and me. It is this:

On the second of May last, I was invited by President F. D. Underwood, of the Erie, to preside in his stead (owing to the illness of his wife), over the annual dinner of the Erie Railroad Association at the Iroquois Hotel in Buffalo. This Association is comprised of all the general officers and their Departmental and Divisional heads, and the meetings are held under the inspiration of President Underwood for the purpose of having a family gathering, so that all may get acquainted, learn to appreciate each other and study how best to advance the interests of the Erie Railroad. It brings together a wonderful aggregation of live wires, and I can assure you that to have participated in this dinner was a delight, the memory of which will never fade so long as I live.

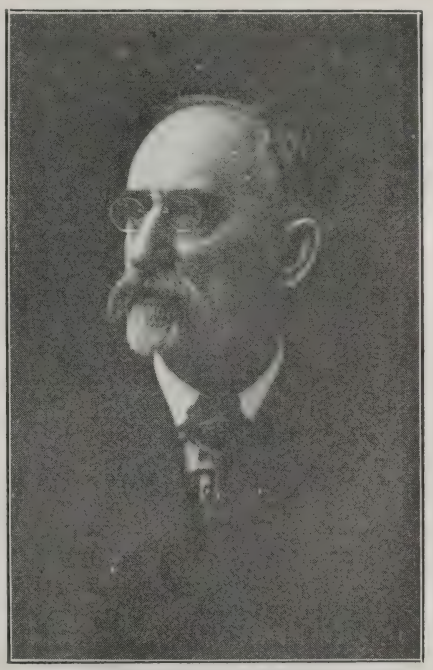
Among those in attendance upon the dinner was Mr. Frank Tuma, who now holds the position held by you in 1878: Master Mechanic at Buffalo. Something that I said during the course of my remarks evidently set Mr. Tuma to making inquiries, which resulted in coupling you and me together as having had contemporaneous service on the Erie, and from him I received a letter of which the following is a copy:

Buffalo, N. Y., May 27th, 1913.

Mr. G. A. Post,
President, Standard Coupler Co.,
U. S. Express Building,
New York.

Dear Sir:

I had the honor and pleasure of attending the Erie Railroad Association Banquet May 2nd, and was very interested by the talk given by the Toast Master. When you called attention to your former service with the Erie Railroad, it came to my mind that we had an old relic here in the form of a clock, which was presented to Mr. F. M. Wilder, who was Master Mechanic for the Erie Railroad at Buffalo in 1878. The clock is in fairly good condition, and it was thought by the writer that you might like to have the clock as a reminder of the old times. If you want the clock, I will arrange to have it shipped to you.



FRANK M. WILDER.

The reason for writing is, I understand that Mr. Wilder was associated with you at some time while with the Erie, or after leaving.

Yours truly,
F. Tuma,
M. M., Erie R. R.,
Buffalo, N. Y.

I was deeply touched by Mr. Tuma's letter and by the generous offer therein contained, and I immediately wrote him as follows:

New York, May 28th, 1913.

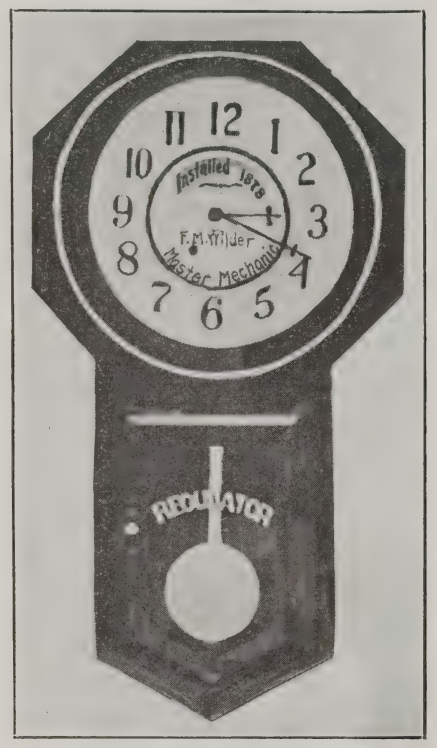
Mr. Frank Tuma,
Master Mechanic, Erie Railroad,
Buffalo, N. Y.

Dear Mr. Tuma:

You cannot imagine with what delight and sentimental thrills I read your letter of the

27th inst., which was received this morning, regarding the clock which was presented to Mr. Frank M. Wilder, who was Master Mechanic of the Erie Railroad at Buffalo in 1878. Do I want that clock? You bet I do! And I shall receive it from you with enthusiasm and gratitude. Let me tell you the reason why:

When I was a young fellow, employed in the Motive Power Department of the old Erie at Susquehanna, Pa., Mr. Frank M. Wilder was promoted from Master Mechanic at Buffalo, to be Superintendent of Motive Power of the road, with headquarters at Susquehanna. I was appointed by him as his private secretary, and we were together in closest official intimacy from 1879 until November, 1883, when I resigned my position to take my



THE OLD WILDER CLOCK.

seat in Congress, to which I had been elected. Mr. Wilder was to me the most kindly and considerate superior officer that a youngster could possibly have, and he was a splendid mechanic, who handled men with great ability. As I left Susquehanna, I thanked Mr. Wilder for his uniform kindness to me, and I said to him: "Mr. Wilder, if ever the time should come when I can demonstrate by action the reality of my words, of thanks, I hope that I shall be man enough to make good."

Ten years rolled by, and by the changes that take place in the lives of men, Mr. Wilder met with reverses of fortune and I learned of it. I sent for him, and he has for fifteen years been the Superintendent of our Works at Bridgeport, Conn. It has been a great pleasure to me to demonstrate to him, who was once my boss, that as his boss I have been heedful of his comfort. He is now over seventy years of age, but still active and efficient. He has just retired from the Bridgeport Board of Aldermen, where he has served for four years, and he is Post Commander of the Grand Army of the Republic in that city. His youngest son is one of the city judges of Bridgeport.

Now, immediately upon receipt of the clock from you I shall have it put in first class shape and will send it to Mr. Wilder with a copy of your letter and the story of my going to the banquet of the Erie Railroad Association, and I warrant you that he will be as happy over again becoming possessed of this clock as a man can well be.

At luncheon to-day I met your Vice-President, Mr. J. C. Stuart, and to him I told the story of your letter and of my relations with Mr. Wilder, which interested him very deeply.

I am sorry that I did not have the pleasure of meeting you personally while in Buffalo, but I thank you from the bottom of my heart for your kindly thought and generous proffer to send me the clock. With kind regards and best wishes, I am

Gratefully yours,
(Signed) Geo. A. Post.

The incident has attracted the attention of the general officers (particularly Vice-President J. C. Stuart and Mr. A. W. Munkittrick, Editor of the Erie Railroad Employes' Magazine) and they have decided to tell the story in the Erie Magazine's August number.

As we grow older, we take pleasure in reviving stories of the olden time, and I hope that the action of Mr. Tuma in sending on the clock, so that I might put you in possession of it, will give you as much pleasure as my part in the transaction has given me.

It was the next year after this clock had been installed in the Buffalo Master Mechanic's office, that you were promoted to be Superintendent of Motive Power of the Erie, with office at Susquehanna, Pa. Here you found me, employed in the general office of the Motive Power Department, and it was then that you appointed me your private secretary, which confidential capacity with you I occupied until November, 1883, when I resigned for the reason given in my letter to Mr. Tuma. That was nearly thirty years ago. Many changes have come to both of us since then, but one thing has never changed: Our friendship. That has stood the test of time. I have told the story a thousand times of your kindness to me when I was a youngster, and how proud I was when Mrs. Wilder and yourself gave to the little, quiet wedding of Mrs. Post and myself the distinction of your presence. In those days it was "going some" when "The Boss" came to your party.

I hope that this old clock will tick on for hours, days, months and years, during all of which time you may hear it as it tells the story of "THE BOSS Who Was Good to THE KID and What Happened."

Faithfully yours,
(Signed) Geo. A. Post,
President.

Mr. Frank M. Wilder,
Superintendent,
Standard Coupler Company,
Bridgeport. Conn.

Whatever the future may hold, a wedding gift will always do for the present.

Amid a multitude of projects, no plan is devised.

KNOWLEDGE AS TO THE COST OF HANDLING TRAINS OVER A DIVISION PER 1,000-TON MILES.

By P. K. Sullivan, Road Foreman of Engines, Mahoning Division.

YOU can go to any mercantile house in the world for a bill of goods and they will quote you a price; this is to be their sale price. If you refuse to come to their terms, you will have to go elsewhere; why? Solution: "Unable to do business at a loss." True, now, why would it not be well for a railroad system to adopt something similar.

Assuming they want to know the cost of hauling a train, or trains, over their division. The conductor knows the rating of his engine in net tons, this to be multiplied by the number of miles run, thus giving you the number of ton-miles moved. Amount of coal engine has consumed, multiplied by the cost per ton, would give you the cost of fuel. Then engineer's and fireman's wages, plus the conductor's and two brakemen's, equal the total expense, divided into the number of ton miles moved, would give you the cost per 1,000-ton miles.

The division officers, also general managers, can tell at a glance the cost of hauling trains. The superintendent sees the report and knows just what it will cost to get each crew over the division. If it is costing Conductor "Brown" from one to three cents per 1,000-ton miles moved, more than Conductor "Jones," there must be some cause; what is it? Surely there is a crossed wire somewhere. Is it the engineer, fireman, engine, or conductor, and his men? It may be a combination; it is possible that the despatcher is at fault. Whoever it is must make up and get into the game.

The engineer and fireman are checked up against the other engine crews, so is the conductor and his brakemen. Efficiency must be the results, and by this method the writer thinks he sees a vast increase in the net earnings of his company. The delays must be accounted for, as the cost per 1,000-ton miles is increased accordingly. Full trains will be hauled, as conductor won't allow other crews to outdo him. There will be an incentive to get over the division and more tons will be hauled, due to the pleasant rivalry that this record will cause. Crews will be on the alert to overcome difficulties and will keep more in touch with their superiors.

Example: Engine No. 1818, hauled 2,500 tons from Randall to Haselton and return, distance 135 miles, 337,500 ton miles moved. Consumed 16 tons of coal at $1.75 per ton, would equal $28. Engineer's pay for round trip, $6.35; fireman's, $3.98; conductor's, $4.73; both brakemen's, $6.35; total, $21.40, plus $28 cost of fuel, equals $49.40 total expense. Divide $49.40 by 337,500, number of ton-miles moved, and it will give you the cost per ton mile, multiplied by 1,000 will give the cost per 1,000-ton miles moved.

The conductor sees a chance to add one more load to his train, thus cutting down the expense of same. Running light will be avoided, as there is no revenue in this class of train. Many tons of coal could be saved if the operators would give the proper attention to their blocks and not cause our heavy freight trains to come to full stop or a very low slow-down, due to operators neglecting to perform their duties promptly. This stopping or slow-down costs the Company at least 500 lbs. of coal to bring the train to a speed of 15 miles per hour. If we assume that twenty-four freight trains are stopped on each division per day from these causes, this would mean six tons of coal wasted per day, 180 tons per month or 2,160 tons per annum, at a cost of $10.50 per day, $315 per month or $3,780 per annum. This is high-priced carelessness for an eight-hour man.

A. & G. W. VETERANS' REUNION.

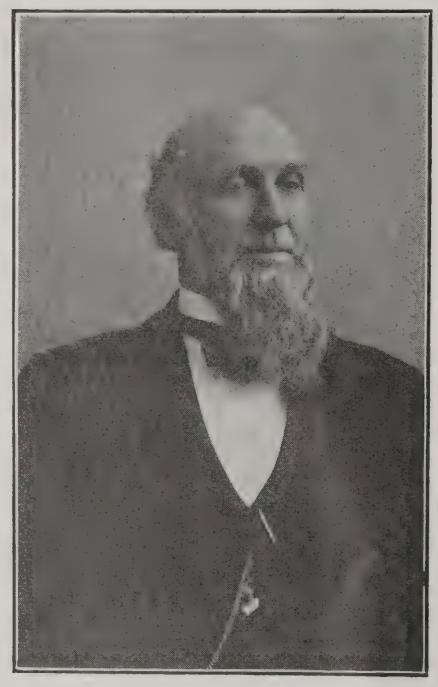
On Saturday, August 23rd, will occur the nineteenth annual reunion of The Old Atlantic & Great Western Railroad Employes.

The event will be held at Lake Brady, near Kent, Ohio, and the same great time that always results when the old boys gather to talk over past events, will be sure to be enjoyed. There will be a business meeting at 10.30 A. M., and then the big time will follow. This is an affair that always draws a crowd, and those who have attended previous reunions are looking forward to the coming of August 23rd with pleasant anticipation.

The officers of the organization are: M. A. Ricksecker, president, Galion, O.; John Eckert, vice-president, Meadville, Pa.; W. E. Nichols, secretary-treasurer, Box 93, Meadville, Pa.

A GRAND OLD GENTLEMAN.

Captain Isaac H. Moulton is the gentleman whose youthful, vigorous face adorns this sketch. He holds the position of Commercial Agent of the Erie Railroad at Lacrosse, Wis., and is a warm personal friend of President F. D. Underwood. He was born eighty-five years ago next November, down "where they pry up the sun with a crowbar", in Foxcraft, Maine. He did not stay there long and by the time he was 29 years of age had landed in the far Northwest of his day, in Minnesota Territory, at St. Anthony Falls, now Minneapolis, setting up a grocery store just in time to have the panic of 1857 put him out of business in short order. These vicissitudes sent him into the busiest transportation industry of his



CAPTAIN ISAAC H. MOULTON.

time and region—steamboating—and fixed the future direction of his career.

His steamboating started, he advises, on the Minnesota River, which empties into the Mississippi above St. Paul, Minn. Later he commanded larger steamboats running from St. Paul, South, and was one of the most popular captains on the upper river. It was worth a trip from St. Paul to St. Louis to see him "go down the middle" in a Virginia Reel, or cut pigeon wings on all the corners in an old-fashioned quadrille, for, mind you, he is a shade over six feet in his stockings, and is still as straight as an arrow and as alert, mentally and physically, as he was a quarter of a century ago.

And, between ourselves, if you went at him on the wrong side, suddenly, today, it is a safe venture you could get advice that would have in it touches of ornate and variegated English that, in the good old days, had no match on any "hurricane deck" on the river.

Do not think from this statement he is a cross-grained person; far from it, for he has been a pillar of the Universalist Church for years, just to elude the hot place to which he used to wish to send a lot of deckhands.

Last Fall, when the Captain was made Commercial Agent of the Erie at La Crosse, Wis., he was asked by someone how it happened. "Oh," said he, "that's just because one of my old boys has gotten up to the point where he belongs, and he knows good men when he sees them and knows they're scarce."

Asked what he meant by that, he said: "Why, the President of the Erie used to run the elevator for me 'way back in the early seventies, when I was the La Crosse agent for the Milwaukee & La Crosse Railroad, and we were loading thousands of bushels of grain every day on the cars, that were brought to us by boat. You haven't anybody on the Erie that can tell him about any of my weak spots; he knows 'em all."

After being Agent of the Northwestern Union Packet Company's business at La Crosse, the Captain, on September 1st, 1869, was made Freight and Passenger Agent at the busiest railroad and river town on the Upper Mississippi, between Galena and St. Paul. The Milwaukee & La Crosse Road is now a busy part of the Main Line of the Chicago, Milwaukee & St. Paul. It was this road that gave President Underwood his first lessons and his first opportunities, and Captain Moulton was one of his preceptors.

In the days before the St. Paul Road owned the Southern Minnesota, Captain Moulton had the contract for transferring passengers and freight cars across the Mississippi between their terminals, for it was before the St. Paul had a bridge at La Crosse.

He was United States Surveyor of the Port of La Crosse under Presidents Grant and Hayes, has been prominent in the local telephone company, and has had a hand in most all the town's activities for half a century.

As things now promise, he is going right along for another half century stirring up business and making friends for the Erie Railroad. He is one of the wonders of Western Wisconsin and of his generation, and we all know that our president has an eye for results when he selects men. He knows his men, as the Captain knows him, and the sincere personal friendship existing between them is of the kind that has lived and grown warmer through the long eventful past and as years wear on seems destined to continue as each keeps apace with the events of time.

Captain Moulton is a wonderful man, regardless of the great vigor he manifests at the age of 85, and he commands respect from those who know him best and enjoys the friendship of a wide circle of friends.

RECTOR COMPLIMENTS ERIE.

The Reverend Sidney Winter, Rector of St. Paul's Parish, Owego, N. Y., was a passenger on Erie train 3 on July 10th, last.

It was his pleasure to partake of a meal in the dining car, of which Steward W. E. Condit was in charge. The excellent service and courteous treatment accorded the reverend gentleman, together with the well-cooked food served, impelled him to write the following letter to the general passenger agent of the Erie Railroad:

Rector's Office,
St. Paul's Parish House,
Owego, Tioga Co., N. Y.
July 10, 1913.

R. H. Wallace, Esq.,
Gen. Pass. Agent,
50 Church St., N. Y.

Dear Sir:

Will you allow me to express my admiration and appreciation of the dining car service I enjoyed recently on the car of which Mr. Condit was the steward on train 3 from New York?

I have been traveling for years all over this country and abroad and have experienced nothing in dining car service to compare, either in Mr. Condit's courteous and pleasant bearing toward passengers, the evident reflected good nature in the waiters, or the excellent cooking.

Needless to say Mr. Condit does not know of this letter, but I was so struck with his personality and ability, that I sought out your Mr. Abel and asked him if it would be in order to write and express my sentiment regarding him and your Erie train service.

Very sincerely yours,
(Signed) Sidney Winter,
Rector, St. Paul's Parish.

The above letter was referred by Mr. Wallace to I. A. Canning, superintendent of dining cars, who has made known its contents and given Steward Condit and his crew full credit.—Editor.

HUNTINGTON'S "BOOSTER DAY"

The news has reached us that on Thursday, May 1st, Huntington inaugurated its first "Booster Day," for the purpose of advancing the city in a commercial way and also for the social enjoyment of all, rich and poor alike, as was demonstrated by the numerous free vaudeville acts during the afternoon and evening, and the serving of free buttermilk to the thirsty during the afternoon, all expenses being paid by the Commercial Club.

The "Booster Day" was such a success that plans are being made to set aside each year a day for a repetition of the first "Booster Day."

It was on this day that Huntington initiated its "Auto Transit" service, and it has proven such a success that several more thirty-two-passenger busses have been added to the four initial ones. Huntington can say with pride that it is the only city that ever successfully accommodated its travelling public by auto busses alone.

There was a parade on "Booster Day" morning, consisting of all the automobiles of the county, the city and Erie fire departments, several clubs and fraternal organizations, and advertisements of different Huntington concerns.

The Erie fire team, clad in its natty uniform, held a conspicuous place, but a place where easy exit could be gained in case of fire. They were duly recognized by the Mayor and the City Fire Chief as a great help to the Huntington Fire Department, and they were thoroughly convinced that the Erie's slogan, "Safety First," is right.

LETTER OF THANKS.

Mrs. Duerr and family take this opportunity of thanking the Erie Employes for their kindness and sympathy during their recent sorrow in the death of Adolph Duerr, for many years baggagemaster at the Youngstown passenger station.

It is useless to study sacred Scriptures without a discriminating and dispassionate mind. No spiritual progress is made without discrimination and dispassion.

LESSON TAUGHT BY ICE HOUSE FIRE AT MARION TRANSFER.

ON THE night of July 10th, the large icing plant and platforms at Marion Transfer, Marion, Ohio, were destroyed by fire, entailing a heavy financial loss to the Erie Railroad.

The loss sustained did not affect the Company for any great length of time, for just as soon as the blaze was suppressed, work on a temporary structure was begun. When the alarm was turned in, the response was instantaneous, not only by the city department, but the Erie's Fire Department, the yard engines and all employes who were available. Superintendent Woodruff was on the scene promptly and directed the work in superb manner.

This disastrous fire points a lesson. It illustrates how very greatly a large corporation needs men who have experience at fire fighting and who can be depended on to render heroic service in just such an emergency as the Marion icing plant fire.

When the crucial moment arrived the Erie's men of all grades stood shoulder to shoulder and fought the fire like Trojans, not only directing attention to the fire itself, but to saving other property in the immediate vicinity.

It would be difficult to point to any one or more men and say they did better duty than others; it was a case where every man did his level best, and results proved this effectively.

They pay strict attention to fire drills at Marion, and when the icing plant went, the wisdom of these drills was made manifest. Strings of cars loaded with valuable freight stood in close proximity to the fire. Engines were quickly coupled to them, and they were hauled beyond the danger zone.

All the Italian employes who live in the vicinity of the ice house responded to the first call of the fire bell and immediately took their accustomed places, as previously taken in fire drills. They could not have displayed greater energy or worked harder if their own homes had been burning than they did to put out the fire at the ice house. By reason of persistance and ability to withstand the heat, the crusher and ice platforms were saved, though the platforms are within twenty feet of the ice house and the crusher within four feet of the house which was totally burned.

The transfer men checked the fire on the transfer sheds and saved a great deal of property in conjunction with the city Fire Department. There was very little confusion, and the men worked like veterans. Three yard engines under the direction of the night yard master pulled away all the cars from the vicinity, including many having blistered sides, and which were very hot. Many of the cars contained inflammables and some contained explosives.

Therefore, it is not felt that any particular man should be shown on the roll of honor, but that due credit should be given all the yard men and employes who assisted in putting out the fire. As soon as the fire was under control, all hands turned in to put things in shape to handle normal business, and at daylight a large force of men started to clean up the debris about the transfer sheds, and at the usual time, 6.30, work was commenced at the transfer, and a normal day's work was accomplished that day. At the ice house temporary skids were at once constructed, and the first train arriving about 7.30 the morning of the fire, was handled in schedule time, and the work continued throughout the day, which speaks well for the character of our employes at that point.

The fire drills have taught a lesson in efficiency that cannot be too freely disseminated among the employes elsewhere. Every terminal point on the line should persistently keep these drills going. In the case of Marion's recent fire it was found that every man knew his place in the fighting ranks, and engineers and firemen were quick to drop drill work and haul all cars in danger to places of safety.

The value of maintaining a fire department at all Erie shops is proved by what happened at Marion. There have been cases where fires occurring at shop plants were promptly suppressed by these companies, and the manner in which they handle hose at the annual tournaments, when they compete for the silver trumpet offered by the Erie Railroad Company, demonstrates what can be accomplished by persisent training and handling fire-fighting apparatus.

These volunteer companies and the drilled men at terminal points are among the most valuable features of the Erie's organization.

SILVER FIREMEN'S TRUMPET WON BY MEADVILLE.

Seventh Annual Contest of Erie Shops Fire Department at Binghamton, N. Y., Marred by Disastrous Factory Fire—Loss of Human Life Impelled City's Officials and Erie Railroad Company to Cancel Banquet, Parade and Other Festivities Planned—Contests at Fair Grounds Conducted Very Quietly—Erie Firemen Volunteered Their Services at Fire and Rendered Heroic Duty—Meadville Boys Won Trumpet, While Huntington Ran Second and Won Silver Cup Presented by Binghamton's Chamber of Commerce.

THE relentless fire demon placed its bony hands on the beautiful city of Binghamton, New York, on July 22nd, last and the toll was nearly half a hundred human lives, mostly young women.

It was a factory fire and at the crucial moment a panic resulted, as usual, and in their mad efforts to escape the unfortunates were caught by the flames and met martyrs' deaths. But, the gruesome details of the holacaust have all been depicted vividly in the newspapers and what is being told in this Magazine is the sequel that concerns the Erie Railroad Company and the fire department representing the car and machine shops on the system between Jersey City and Chicago.

The various cities on the line of the Erie Railroad have through custom become greatly interested in the annual contests of the shop's fire department and the bidding on securing the tournament each year grows keener and keener among them.

This year Binghamton's Chamber of Commerce went to the front and secured the tournament. Then its members got together like busy bees and arranged the details, conferring with the Erie's officials as to the modus operandi. The result was a program that was as elaborate as anything of the kind ever attempted and was commended and talked about for weeks preceding the day, July 23rd, when the tournament took place.

The Chamber of Commerce had arranged a banquet for the Erie Railroad officials at one of the principal hotels, while the Exempt Firemens' Association made provision for a similar affair for the boys who fight fire for the Erie Railroad, and, in addition, arranged for a little vaudeville entertainment. There was to have been a firemen's parade on the evening of the 23rd, with fireworks to accompany, when the seventeen companies of Erie boys, each attired in its own chosen uniform (the Erie boys are not uniformed alike), were to have been escorted over a chosen line of march by the veterans and present-day fire department, with bands playing inspiring music and all the patriotic homes of the beautiful "Parlor City" gaily decorated with the national emblem and bunting.

But, it was the will of Divine Providence that this should not be. For some mysterious reason, that it is not our right to know, the most disastrous fire that ever visited the city of Binghamton broke out just after the noon hour July 22. It turned out to be a holocaust, with such tremendous loss of human life as to take the form of a National calamity. And that fact put a damper on the festvities arranged for the Erie's visiting firemen and transformed a day of prospective rejoicing into one of sorrow and mourning, in which everybody joined, the Erie Railroad Company and its visiting representatives keenly sharing the sorrow with their brothers.

It was a sort of paradoxical situation for the Erie men. They came to race and celebrate, but when the sound of engine bells rent the air their fire-fighting instinct quickly manifested itself and instinctively they followed the trail of smoke to the scene of disaster and once there got quickly in touch with the city's fire chief and then volunteered their services. The conditions were such that there was not hose, apparatus and paraphernalia sufficient to go round, but with what was at their disposal they pitched in and helped fight the blaze with the ardor of seasoned fire-fighters and the help rendered was so greatly appreciated that the Mayor wired thanks to General Manager Stone, who had previously wired the Company's sympathy.

His message was as follows:

"On behalf of the City of Binghamton I wish to extend to the representatives of the Erie Fire Department through you, the general manager, thanks for the efficient service rendered by their representatives now assembled here at a time of dire need.

"JOHN J. IRVING,
"Mayor."

These young men had on their citizen's clothes and every man was



MEADVILLE TEAM NEARING HYDRANT ON FIRST LAP OF RACE.
Photograph by A. T. Fey.

drenched to the skin, but to them that was a matter not worth considering in such a crisis. The Erie Railroad appreciates the worth of these boys and knows now, though never doubting, what they will do if the fire demon visits Erie property.

Chief of the Erie Police Department William Hillhouse, who was in Binghamton completing the final arrangements for the tournament, quickly saw the situation. He knew what the Company's sentiment would be in such an emergency and resolved to call on the representatives of the Exempt Firemen's Association and ask them to annul the festivities, carrying out that portion of the program only that included the actual contest for the trumpet, it being impossible to transfer it elsewhere at so late an hour.

The Erie's Susquehanna Band arrived early in the evening, and, not knowing of the calamity, prepared to proceed to their headquarters to the step of their own music. Chief Hillhouse sent them word of what had happened and they promptly withdrew. Word was also sent to Port Jervis to hold the shops fife and drum corps.

In the evening Chief Hillhouse met the Exempt Firemen's representatives at the Chamber of Commerce rooms and expressed the Company's wish in the situation. These gentlemen coincided and after expressing regret that the awful visitation should have made a change necessary, all festivities were annulled.

The foremen of seventeen companies met with Chief Hillhouse at the same place to discuss the contest, report their companies and make final arrangements, so that no misunderstanding would occur when the moment for the contest arrived. Chief Hillhouse always holds such meetings on the eve of the contest.

It may be stated that at the meeting of the foremen, C. W. Dearworth, storekeeper at Huntington, made a motion that a committee be appointed to draft suitable resolutions covering Binghamton's calamity. Chief Hillhouse appointed Messrs. C. W. Dearworth, W. J. Hearons and P. H. Clancy, who drafted the following resolutions, same appearing in the local newspapers:

"Whereas, It has been the will of Divine Providence that an awful fire catastrophe should cast the city of Binghamton in a period of gloom, bringing sorrow to many of its citizens. In view of this awful calamity the aforesaid Erie Railroad Fire Department representatives do hereby extend to the city of Binghamton and those bereaved by said disastrous fire, their sincere sympathy and condolence and pray that Almighty God in His goodness and wisdom will give the afflicted strength to bear their sorrow and show them the way to withstand their affliction."

Following the example set by the Huntington, Ind., Commercial Club last year, the Binghamton Chamber of Commerce offered a gold lined sil-



HUNTINGTON TEAM NEARING HYDRANT ON FIRST LAP OF RACE.
Photograph by A. T. Fey.

ver cup to be competed for, same to be awarded to the team making the second best record. It fell to the lot of Huntington team to win the trophy. The cup stands about 15 inches high, is without decoration and to it is attached two neatly curved handles.

The inscription engraved on it reads:

Winner
Second Prize
Erie Firemen's Tournament.
Binghamton, N. Y.
July 23rd, 1913.
Presented by
Binghamton Chamber of Commerce.

The morning of July 23d broke warm and clear. The Erie contest officials and contestants made their way to the Fair Grounds on foot, that no unusual attention might be attracted. As was expected, there were but a very few persons in attendance on the grandstand, and the contest was conducted without music, a feature that has made all previous contests so enjoyable and inspiring.

The judges officiating were William Hillhouse, chief, Erie Police; C. R. Stewart, superintendent Marine Department; A. G. Trumbull, mechanical superintendent, Lines East, G. M. Craig, assistant general passenger agent, and W. J. Redman, chief police, Lines West. Clerk of the course, A. W. Munkittrick, editor, Erie Railroad Employes' Magazine. Starters: E. J. Riley, fire inspector, and M. Daly, lieutenant of police.

There were present on the judges' stand, besides the above: A. J. Stone, general manager, Lines East; R. S. Parsons, assistant general manager, Lines East; W. J. English, superintendent, Susquehanna Division; W. A. Baldwin, superintendent, Delaware Division, and A. T. Fey, who photographed the contest.

Master mechanics present were: C. James, Jersey City; F. H. Murray, Port Jervis; H. H. Harrington, Susquehanna; T. S. Davey, Stroudsburg; W. F. Yergens, Huntington; superintendent, A. Trautman, Buffalo Car Shop.

The contest began at 1.30 o'clock P. M. and concluded at 6.45 P. M.

The following companies participated, their names being given in the order in which they ran.

Susquehanna, Pa.

P. H. Clancy, foreman; J. Connors, A. Fletcher, A. Tesley, R. Irving, D. Honrigan, A. Perry, J. Paul, J. King, H. Ranlett, R. King, W. Shields.

Kent, Ohio.

C. H. Starks, foreman; J. E. Bertram, Wm. Severns, Wm. Cole, John Terry, Geo. Reeves, Wm. Van Horn, Willard Moore, G. W. Grubb, Wm. Gugolz, Edward Long.

Bradford, Pa.

E. Roberts, J. Krause, W. Kenan, C. Ladden, E. Fox, A. Herman, R. McQuillin, J. Murphy, A. Bealing, P. J. Mack, J. Rickerson.

Meadville, Pa.

J. E. Merklo, foreman; A. Miller, F. Miller, F. Boyersmith, E. Morris, N. Poux, C. Carmont, C. Munhall, C. Karmer, E. Yarger, A. Tilfer.

Stroudsburg, Pa.

E. Gould, foreman; C. L. Edinger, L. C. Daulbert, H. Kanter, H. B. Wolfe, F. Rinker, J. Miller, J. Eilenberger, E. Stien, B. Lamb, R. Groner, E. Taylor.

Port Jervis, N. Y.

James Case, foreman; S. Winans, L. Drake, W. Dilger, M. Pettit, B. Halpin, R. Fitter, M. Schumacker, W. R. Chase, V. D. Kalleghan, H. Mead.

Marion, Ohio.

J. F. Mathews, foreman; J. S. Wells, Lewis Savin, W. J. Miner, G. Robbins, W. Ginder, J. Bolin, C. Dilsauer, C. L. Price, C. Miller, A. Lindsley.

Buffalo, N. Y., Car Shop.

O. H. Trulin, foreman; H. Auer, B. Mathes, W. Reese, A. Walsh, G. Schotten, G. Krayenwenger, T. Hartnett, A. Futsch, D. Kendall, D. Frazer.

Hornell, N. Y.

W. J. Hearons, chief; John Rogers, Arthur Haynes, G. Gehegen, L. H. Gill, Thomas Gilleran, Daniel McRea, Harold Cassidy, Wm. Tappenden, Henry Doyle, Bert Childs, Edward Tripp.

Salamanca, N. Y.

W. Griffin, foreman; C. McGraw, F. Retberg, F. Shrader, A. Benton, J. Parks, B. Lewis, J. Farquharson, F. Crist, W. O'Neill, E. McCanna.

Huntington, Ind.

R. Kaiser, A. Ehert, O. Pashong, L. Morris, P. Wonderly, W. Menish, P. Emlen, J. Henell, J. Saunders, H. Johnkee, C. Weber.

Buffalo, N. Y., Mach. Shop.

C. Reinhard, foreman; H. Toedel, G. Marsh, P. Kain, R. Gaiser, E. Heitzer, D. Finn, M. Seig, C. Schaifer, F. Strauss, P. Sloan.

Jersey City, N. J.

Frank De Graw, chief; Abe Schrier, K. Roughgarden, George Holford, John Baumann, A. Sorrentino, Charles Williard, Edward Hughes, Walter Wright, John Pfeiffer, Elmer Gross.

Avon, N. Y.

A. Beiser, foreman; F. Gillroy, W. McEvoy, H. Boorman, R. McCarthy, R. Gernon, T. Johnson, Ed. Dooley, G. Thompson, J. Seidel, H. Lang.

Cleveland, O.

John F. Moore, foreman; John Kukis, Owen Carrigan, Harry E. Burns, Fred Svec, Armond Sadler, John Sweeney, Fred Hunter, Wm. Spraggins, Jacob Fuerst, Anton Kowalski, Fred Henrich.

Youngstown, O.

R. R. Dailey, foreman; E. Wegmiller, W. Kruger, G. Davis, R. Marin, L. Osborn, F. Osborn, D. Reese, F. R. Reese, T. McAllister.

Galion, Ohio.

A. Connor, foreman; R. Woodward, E. Henkel, J. Pensinger, R. Snyder, L. Metzer, C. Mason, F. Vertinger, H. Trautman, R. Wilson, R. Hemmerger.

Following is the record of time made:

Teams and Official Time Made.

	First Half. Seconds.	Second Half. Seconds.	Total. M. Sec.
Susquehanna	27 2-5	45 2-5	1.12 4-5
Kent	29	56 1-5	1.25 1-5
Bradford	40	58	1.38
Meadville	31 1-5	38	1.09 1-5
Stroudsburg	37	43 2-5	1.20 2-5
Port Jervis	32 4-5	45 4-5	1.18 3-5
Marion	Disq.		
Buffalo Car Shop	29	45	1.14
Hornell	Disq.		
Salamanca	32 3-5	49 1-5	1.21 4-5
Huntington	31	41 2-5	1.12 2-5
Buffalo Mach. Shop	32 2-5	41	1.13 2-5
Jersey City	44	61	1.45
Avon	33 2-5	55	1.28 2-5
Cleveland	33 1-5	49 4-5	1.23
Youngstown	34 3-5	41 1-5	1.15 4-5
Galion	Disq.		

The opportunity is taken to express in the columns of this magazine, the official publication of the Erie Railroad Company, thanks for courtesies extended by the city of Binghamton's officials to the officers and employes of the railroad and the efforts made by the City Fire Department and Exempt Firemen's Association to make their stay as pleasant as painful conditions would permit, and to extend thanks, also, to those in authority who furnished various things necessary to use in connection with the contest and for the use of the Fair Grounds on which the contest was conducted.

Although somewhat early to talk about next year's contest, yet it may be said, as referring to the interest taken along the Erie line, that the Commercial Club of Huntington, Ind., has already applied for the privilege of having another opportunity to entertain the boys in 1914.

CHANGED THE GEOGRAPHY.

"This goulash was spoiled in cooking, sir. Shall I cross it off the bill?"

"No, you chump! Put it down as goulash a la Russe under the head of special dishes."—Jugend.



MR. WESTON AND PARTY AT GRAY SPRING, CAMBRIDGE SPRINGS, PA., JUNE 20, 1913

E. P. WESTON'S LONG WALK.

In last month's issue of this Magazine there appeared an article telling of the long jaunt undertaken by the indomitable pedestrian, Edward Payson Weston, who at the age of 75 started for Minneapolis, Minn., 1500 miles, taking the picturesque route of the Erie Railroad to Chicago and the Chicago & Northwestern to Minneapolis, where the old war horse with a broad smile and confident air every inch of the way, through sunshine and storm, was due to arrive at destination on August second.

Mr. Weston made a tremendous hit at all stopping places along the Erie and between stopping places, as well. He got a warm Erie welcome whereever his lithe form loomed up and every Erie man gave him all the aid and encouragement at his command.

One of the Erie men who took liberties with Mr. Weston and had the nerve to detain him in his walk, was the robust James E. Bailey of Meadville, Pa., official photographer of the Erie Railroad. Bailey got out his camera and shot the old man several times, stopping only when he had shot him almost to pieces. He shot him on the new work now going on, also beside it, drinking a cup of pure milk and then at one of the famous springs at Cambridge Springs, a picture of which appears above. Then he said, "I am not only a photographer, but a train dispatcher, as well and it is my pleasant duty, after shooting you up, to dispatch you over the Meadville Division. You may walk wild to Kent, taking precedence over all trains, for I don't think anything short of electricity could ever catch you."

When Mr. Weston reached West Chicago he sat down and wrote the following letter to President Underwood of the Erie Railroad Company, knowing the great interest the latter has taken in his long walk, from the very moment he departed New York City on his journey to Minneapolis, following the line of the picturesque Erie to Chicago.

West Chicago, Ill., July 13th, 1913.

Mr. F. D. Underwood,
50 Church St.,
New York.

My dear Mr. Underwood:

Although Mr. Holabird, the genial passenger agent in Chicago of the Erie Railroad, telegraphed you on Friday of my arrival in Chicago, I thought you would be glad to hear from me, personally, that, notwithstanding the terrific heat, I am glad to inform you that I am in perfect health and in much better condition than when I left Jersey City, June 2nd.

Last week was my longest mileage (two hundred and seventeen miles) and the longest distance made without a rest since the start, was from Hammond, Ind., into Chicago, to the Auditorium Hotel, twenty-three miles.

In leaving the jurisdiction of the Erie R. R. Co., I have great pleasure in stating that I received the kindest consideration from every officer and employe of the Company, and I want to thank them all from my heart of hearts, for they deserve at least three-fourths of the credit of my success, thus far.

I hope you will find some way to make this known to all these good people; through the

kindness of your people it has been arranged that I receive similar treatment from the Chicago & Northwestern people.

With profound respect, I am,
Faithfully yours,
(Signed) Edward Payson Weston.

ERIE CONDUCTOR PRAISED.

The following letter was received by Conductor J. Elliott of the Greenwood Lake Division:

Jersey Boys Camp, Lake Wawayanda.
Y. M. C. A., New Jersey.
New Milford, Orange County, N. Y.,
July 7, 1913.

Conductor, Train 509, Erie R. R.,
Jersey City, N. J.

Dear Sir:

We will have 58 campers on your train, Thursday morning, July 10th, and 56 will return on train number 534 that afternoon.

Thought best to notify you direct so that you would know how many to count upon. We appreciate your helpfulness in connection with our work and Mr. Brown referred ethusiastically the other day of your courteous treatmet.

Thanking you for your help, I remain,
Cordially yours,
(Signed) Chas. R. Scott,
State Secretary, Boys' Work.

The letter was addressed to conductor of train 509, because his name was not known. J. Elliott is the man and he is one of the most polite and unassuming conductors on the Erie.—Ed.

ORDER OF THE RED SPOT.

August Membership.

Susquehanna & Tioga Divisions.

No.	Engineer.	Fireman.
2542	E. A. Brink	B. F. Dailey
	A. C. VanDermark	L. B. Eastman
2566	M. Lynch	B. E. Flint
	M. McCarthy	E. W. Jones
2564	John Haire	J. H. Bly
	S. E. Mason	L. A. Jackson
528	A. Jordan	G. W. Kosinsky
	Geo. Redfield	L. M. Wescott
534	J. C. Miller	G. H. Graves
	T. Purcell	H. S. Bellis
2023	H. B. Garrett	B. F. McMullen
1065	J. M. O'Loughlin	J. Foley
1094	S. F. Miller	B. J. Brick
1063	M. King	C. Oughletree
699	T. J. Smith	W. G. Cuthbert
1304	M. Mercereau	P. J. Canny
1059	F. B. Green	J. J. Donnellan

Tioga Division.

401	F. Heebe	D. O. Smith
405	W. S. Scott	A. Bunn

New York Central Division.

1647	F. Bragg	H. E. Theall
2017	E. Hosier	R. A. Powell

July Membership.

New York Division and Allied Lines.

No.	Engineer.	Fireman.
11	J. H. Linley	F. Daley
12	J. M. Hagerty	M. R. Moran
100	W. H. Mallon (days)	J. J. McGlinn
	T. Bailey (nights)	J. J. McKeever
473	J. H. Hepper	J. McIver
513	B. Walsh	W. J. Gee
514	W. A. Johnson	J. C. Myers
517	D. J. Ackerman	E. J. Brower
526	W. G. Cole	A. Canfield
590	J. O'Brien	T. Balmos
591	A. Bell	G. H. Klegg
618	J. Ahearn (days)	
	W. Clauson (nights)	
689	S. S. Bonn	F. F. Smith
793	H. W. Smith	N. M. Cable
812	W. French	C. M. Knapp
813	W. O. Cutler	J. J. Reilly
820	E. M. Carlough	J. L. Kane
826	G. Wallace	J. H. Winters
830	W. E. Captain	F. R. Merritt
831	T. Duffy	E. G. Jacobus
841	W. H. Winfield	J. O'Brien
842	E. M. Saunders	G. Doremus
848	G. McKinnen	
850	W. VanDine	W. F. Johnson
900	S. F. Ballam	S. F. Dries
937	H. N. Palmer	W. H. Pope
939	C. Ryan	E. J. Mulhall
950	A. Garrabrandt	W. D. Hunt
955	D. O'Brien	W. McMahon
957	F. Saier	F. W. Cole
963	C. F. Handy	A. Knarich
964	G. H. Beatty	E. Riter
965	H. L. Sarvent	J. E. Green
966	H. Schmoll	C. M. Knapp
968	S. W. Evans	D. Desposito
970	H. Springstead	F. M. Vernon
1014	H. Pendergast	H. T. Hull
1071	J. Knaub	N. J. Brush
2503	J. Downs	G. Ruegger
3037	W. Crane	R. A. London
3038	F. Fitzgibbons	J. Markenschlager
3042	A. O. Roberts	F. E. Wood
3043	W. E. Bolkom	T. E. Davis
3044	A. M. Barley	L. J. DeVeboise
3046	W. Thomas	H. N. Pierce
3045	F. Beatty	R. Warner
3047	R. E. Moore	H. Paffenroth
3049	W. Coleman	F. Murray
3050	D. Brahaney	L. W. Hinkley
3051	W. H. Balmos	M. Piatt
3056	E. H. Hector	W. Brown
3064	E. J. Murphy	M. Grathwohl

LABOR SCARCITY AT AKRON.

There is a great scarcity of labor in the city of Akron, O. It is estimated by contractors and in the rubber shops, there is a shortage of from three to five thousand men. The contractors can use any kind of foreign labor, which pays 20 cents per hour. The rubber factories all want young men, 19 to 25 years of age, preferring men from the small country towns.

Now that the Erie representatives in the field and also the local agents, are advised of this fact they may be able to secure some business.

Workmen in the rubber factories make from $2.50 to $4.00 per day.

UNEXPECTED.

While crossing a city street a farmer was knocked down by an automobile. Before he could get out of the way he was knocked down again by a motor-cycle which came rushing along behind.

A friend of his on the sidewalk yelled to him, "Why didn't you get out of the way?"

"How in the dickens did I know it had a colt!" was the angry response.

AN EXTRA MAN TO SHOO FLIES OFF THE HORSE.

From The New York Evening Journal.

THE railway conductors of New York protested against the so-called "Full Crew Bill" referred to in this newspaper recently, and which is now a law in New York and New Jersey.

It's a good thing that the railway conductors at least—including in their number many of the most intelligent of union workmen—realized the folly of trying to LEGISLATE men into jobs.

Labor unions have brains, although sometimes their leaders appear to lack intelligence.

Labor unions, as a whole, must realize that killing the goose of the golden eggs was wisdom itself, compared with trying to hire unnecessary men by legislation.

Now the legislatures add one man arbitrarily to every train crew in the States of New York and New Jersey, in spite of the fact that in many cases, at least, as the railway conductors say, the additional man would have nothing to do except comment on the weather.

How soon will the Teamsters' Union call for a law putting an extra man to work on each team—with a brush in his hand, brushing the flies off the horses?

And when will the Chauffeurs' Union ask for a law requiring two chauffeurs on each automobile—ONE TO BLOW THE HORN?

And when will the farmers be ordered to hire a man to drive while another holds the plough?

If there is any train dangerously run for lack of a proper crew or proper equipment, THAT TRAIN SHOULD BE COMPELLED TO INCREASE ITS CREW, OR CHANGE ITS EQUIPMENT.

But there should be no legislation based on the theory that it is the duty of a railroad or any other employer to hire more men as long as anybody is out of a job.

The labor unions will be the chief sufferers, if the suspicion grows that the welfare of a few individuals and not the welfare of the entire community is at the back of trade union activity.

To compel the railroads of one State to spend two million dollars a year hiring two thousand men that are not needed IS TO TAKE TWO MILLIONS A YEAR OUT OF THE POCKETS OF THE GENERAL PUBLIC FOR THE BENEFIT OF TWO THOUSAND MEN THAT NEED JOBS. And the unions might as well know that the general public isn't going to stand very long the kind of labor union or the kind of legislation that succeeds in passing laws to pick the pocket of the public.

Don't overlook the fact that to compel the public to hire men unnecessarily IS TO PICK THE PUBLIC'S POCKET.

ERIE'S WEIGHING BUREAU.

Mr. J. C. Stuart, vice-president of the Erie Railroad, has issued the following circular, effective July 15, 1913:

The enforcement of the rules for weighing and the location, installation, operation, testing and maintenance of scales, will be placed under the supervision of a Weighing Bureau headed by a supervisor of scales and weighing, reporting to the superintendent of transportation.

EVIDENCE OF CARELESSNESS.

Recently a brakeman attempted to get on the front steps of an engine, his foot slipped and engine truck ran over his left foot, crushing same.

The practice of boarding engines from the front steps should be discontinued.

Two employes have been injured recently as a result of a ring which they were wearing catching in protections in doorway of freight cars, causing the finger to be torn off. It would be better if rings were not worn, and it is suggested that employes discontinue wearing same.

Injury sustained by an engineer as result of cab striking car on adjoining track; caused by crew failing to place the car in to clear. This crew was held responsible.

Attention is also called to the fact that if the engineer and brakeman, riding the foot-board of the engine which struck this car, had been keeping a careful lookout, they would have noticed that the clearance was insufficient, and the accident could have been avoided.

It is a bad plan that admits of no modification.

Never promise more than you can perform.

A LIVE TRAFFIC ARTICLE WRITTEN BY A "LIVE WIRE."

Erie Railroad Company's Peoria Agency, Having Jurisdiction Over That Portion of Illinois Lying 80 Miles South of Chicago on the North, Thence 100 Miles South, Extending from the Mississippi River on the West to Illinois-Indiana State Line on the East.

By Frank Baker, General Agent, Peoria, Ill.

THE Peoria Agency was established in the late sixties by the appointment of Mr. B. H. Williams as Agent, Great Western Despatch, the then principal Fast Freight Line operating over the Erie Railroad. Mr. Williams was succeeded August 1st, 1871 by Mr. Chas. S. Austin; Mr. Frank Baker succeeded Mr. Austin, August 1st, 1872.

The Great Western Despatch was later consolidated with the South Shore Line and Erie & Pacific Despatch, Mr. Baker being appointed Agent at Peoria of the consolidated lines, which subsequently became known as the Erie Despatch.



FRANK BAKER.

On April 1st, 1897, Mr. Baker's title was changed to General Agent, and jurisdiction extended to include Erie Railroad lake and rail, as well as all-rail traffic interests.

For several years after Mr. Baker entered the service the Erie was broad gauge between New York and Buffalo and later on a third rail was laid for handling standard gauge cars. Subsequently the Atlantic & Great Western Railroad, now the Ohio Division, was taken over and the system changed to standard gauge.

In the early days when the Erie began reaching out into the Peoria territory for business it handled from and to that territory, only package or rolling (not any bulk) freight, and that only in connection with rail and lake, via Toledo and Buffalo. The Erie in those days worked very closely with the Lake Shore & Michigan Southern and Wabash Railways.

Peoria is now served by fourteen railroads, of which the Erie has working arrangements with thirteen. It is expected two additional railroads will be constructed in the near future.

The New York Central Lines have ten representatives at Peoria, the Pennsylvania Lines nine. All trunk lines have representatives there, and competition is keen.

Nature has favored Peoria, as well as Pekin (eight miles distant), in many respects, being located in the heart of the corn belt, with an inexhaustible supply of artesian water, chemically pure for drinking; of proper temperature for the manufacture of corn products, and an unlimited supply of coal at their very doors, with adequate railroad facilities. These conditions have attracted many corn-consuming industries; Glucose, Distillery plants, etc. The prices of fuel in Peoria for manufacturing purposes are, for commercial slack, 90 cents to $1.00 per ton; for run-of-mines, $1.40 to $1.50 per ton.

The total grinding capacity of the leading grain industries at Peoria and Pekin amounts to 95,000 bushels per day, 83,000 bushels of this being corn. The products of these industries are glucose, syrup, feed, starch, grain cereals, spirits, alcohol and whiskey.

On account of the extensive manufacture of spirits in Peoria, the Peoria District pays more internal revenue tax than any other internal revenue district in the United States, having paid the Government $35,000,000 during the last fiscal year. It may be of interest to those not familiar with the

fact to know that the United States Government receives $5.50 per bushel for corn that is made into whiskey, spirits or alcohol (with the exception of denatured alcohol, on which there is no government tax), the tax on whiskey, spirits and alcohol, other than denatured alcohol, being $1.10 per gallon, and practical distillers are expected to get a yield of five gallons of spirits, whiskey or alcohol out of a bushel of corn.

Whiskey at present is quoted in daily market reports at about $1.30 per gallon, from which, it will be observed, that after the tax of $1.10 per gallon is deducted only 20 cents per gallon is left for the manufacturer.

There are other large traffic producing industries located at Peoria, among which are six plants manufacturing agricultural implements. There are five exclusively wholesale grocery houses, two wholesale drug houses, one wholesale dry goods firm and a large number of important firms in various lines of trade, all doing an extensive business.

There is at present in course of construction a large paper mill, which is locating at Peoria without bonus or any inducements other than the natural advantages afforded as a manufacturing and distributing point.

The Peoria Board of Trade ranks among the foremost in the United States so far as grain is concerned, standing in fifth place in receipts of corn in 1912, with 18,738,003 bushels; oats, 9,707,902 bushels. The combined storage capacity of grain elevators at Peoria is 2,300,000 bushels, at Pekin 500,000 bushels.

Geographically Peoria is located almost in the center of the state, on the Illinois River. The river widens out in front of the city into Peoria Lake, a beautiful body of water, said by participants in regattas held there—national and otherwise—to be the finest racing course for rowing and motor-boating in the United States. The Illinois River, a tributary of the Mississippi, is navigable nine months of the year. Several steamboat lines ply regularly, and others are in process of organization.

The population of Peoria and suburbs by the census of 1912, is placed at 115,029. The city contains a number of prosperous clubs, all working for the city's best interest. The most prominent of these clubs, from a commercial standpoint, are the Creve Coeur, Peoria Association of Commerce and The Transportation Club of Peoria.

It is claimed and published as a fact, that Peoria is the richest city per capita in America and that a famous traveler, familiar with many cities and many lands, on being shown the different points of interest in and around Peoria, exclaimed: "It is the finest site for a city I ever saw."

Peoria is noted for its many fine school buildings, churches, colleges, public libraries and hospitals of modern construction, and its citizens are justly proud of its park system, which covers 425 acres and its Grand-view drive, which is 100 feet wide and nearly three miles in length.

DECLINED THE INVITATION.

A somewhat striking story dealing with the now obsolete conventional suicide, harakiri, or "happy dispatch," once common in Japan, was once told by the French Admiral Gourdon. When he was a young man he had a comrade who, having assisted in the organizing of the Japanese navy, was subsequently raised to the rank of admiral in that force. He took the part of the tycoon against the mikado in the revolutionary war and, having been captured, was tried by court martial and sentenced to death, which in those days implied harakiri. When, however, the fatal sword was presented to him he flatly refused to kill himself and declared that if he was to die, somebody else must kill him. Threats and entreaties alike proved unavailing. He resolutely refused. The whole of Japan was scandalized at such immoral behavior, which, however, saved his life. The Japanese penal code had never contemplated such a contingency as a man inhuman enough to refuse the harakiri, and in the end he was banished from the country and returned to France.

AN ORNITHOLOGICAL ENIGMA.

What bird is that which may be found
In every zone from pole to pole;
Whose presence paters all expound;
Whose advent indicates a soul?

It is the bird the stage of whose
Propinquity is secret kept,
Unless publicity ensues
When kindred ties are overstepped.

Its flight is silent; its abode
Is not confined to wood or vale;
Its course extends adown the road
Where habitations most prevail.

The bird whose visits are involved
From California to New York.
If this charade remains unsolved—
It is none other than the stork.

F. M. Walling.

"DON'TS" THAT ARE WORTH REMEMBERING.

Don't allow your fireman to do the work of firing in an improper manner. Give him the benefit of your experience.

Don't rest or swing on the safety chain between engine and tender. The hook might break, which would result in a serious, if not fatal injury.

Don't fail to make a thorough inspection of your engine on your arrival at the terminal. The success of your succeeding trip may depend on this inspection.

Don't fail to respect the blue flag, because the lives of your fellow employes depend upon it.

Don't push a draw bar with your foot or hands when cars are moving, or when they are close together.

Don't fail to turn down boards with nails sticking out of same.

Don't hold on to the side of a car when passing platforms, buildings or obstructions close to the track.

Don't shove into a freight shed or on team tracks, without first making sure that all men and teams are clear.

Don't kick cars into sidings where cars being loaded or unloaded are standing.

Don't think that accidents are inevitable. You can prevent the majority of them.

Don't violate a rule, just because you see some one else do so.

Don't fail to call an employe's attention to the fact, when you see him violating a rule. He may not know that he is violating a rule.

Don't fail to call the proper officials' attention to the fact, when an employe resents having attention called to his violating a rule.

Don't fail to treat Erie patrons with courtesy.

Don't allow yourself to lack interest, if you are a shopman. Put your shoulder to the wheel and try to make yours as safe a shop as the system operates.

Don't forget that any kind of a tool or machine is unsafe in the hands of an unsafe man.

Don't allow a machine to run you. Assume that you are the master hand and have complete control of the machine.

Don't wear four-in-hand or flowing neckwear while at work in shop. It adds greatly to the danger about machines.

Don't wear your jumpers outside your overalls. Be safe and see that they are always on the inside.

Don't wear loose jumper sleeves, wear tight sleeves; they are just as comfortable and much safer while working about machinery.

Don't wear gloves while working about machinery. They are dangerous; stick to the bare hands and be safe.

Don't wear rings while at work with machinery; the shop is not the place for them and they add to the chances of accident.

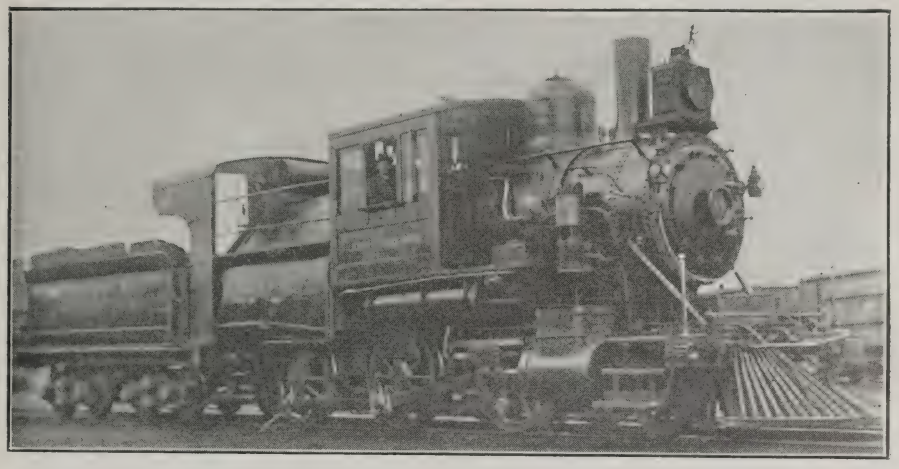
Don't work with defective tools; they accomplish nothing and reflect on the user. Always report to your foreman or other official any defects in machinery or tools and he will be glad to have them placed in proper shape.

Don't willingly work with a man whom you know to be careless; better tell him of his faults and if he then insists on pursuing the wrong course, speak to the foreman. Never take chances with a man who is wantonly careless of his own interests.

Dont' fail to replace safety guards when you have removed

them in order to make repairs to machines. The guards are placed where you found them, that the chances of accident may be made less.

Don't fail to keep in mind the fact that danger always lurks where machines operate. It is that sort of care that prevents men from getting injured. Aside from that fact, every man with a family owes it to his wife and children to be vigilant at all times.



THE N. Y. S. & W. "REDSPOTTER," JOHN C. SULLIVAN.

A N. Y. S. & W. RED SPOTTER.

One of the old reliables on the New York, Susquehanna & Western Division, is engineer J. C. Sullivan. He is one of the dependable boys and is so good that his name has been placed on the cab of his engine, number 52, which places him in the class that is coveted by all engineers. Number 52 is a member of the "Order of the Red Spot."

Mr. Sullivan was born at Cambridge, a suburb of Boston, Mass., March 6, 1860. He started his railroad career at the age of 23, as a fireman on the New York and New England R. R. (now part of the New York, New Haven and Hartford system), and after 15 months' service resigned and took a position with the Stroudsburg Woolen Co., at Stroudsburg, Pa. But, the call of the road proved too strong, and in July, 1887, he started as a fireman on the New York, Susquehanna & Western R. R. and in May, 1891, was promoted to locomotive engineer.

He ran coal trains and "Extras" for about six months, and was then transferred to Blairstown, N. J., and ran the "Dinkey" (as the train from Blairstown, N. J., to Delaware, N. J., was known) for a period of about 18 months, when he was transferred in May, 1893, to Stroudsburg, Pa., as engineer on a construction train engaged in building the Wilkesbarre & Eastern R. R.

When the road was opened for traffic, Mr. Sullivan, with engine 39, ran the first train over this Division.

He was then assigned to a passenger run, making two round trips each day between Stroudsburg and Wilkesbarre, and held this run until the schedule was changed, which would have necessitated his moving to Wilkesbarre, had he desired to hold this passenger run.

At that time a "Mixed Train" was created, running between Stroudsburg and Wilkesbarre and Mr. Sullivan was assigned to this in January, 1894, and he has held same since.

This train makes 123 actual miles daily, except Sundays. Records show 8 engine failures only, for the last eight years for this run. They are charged against the engine run by Engineer Sullivan, but he was in no way responsible for them.

THE STOVE COMMITTEE

APPOINTMENTS.

Traffic Department.

Lester R. Knapp, division freight agent, with office Chambers Street, New York, vice George R. Wheeler, transferred.

George R. Wheeler, division freight agent, with office Chambers Street, New York, vice George C. Manning, transferred.

George C. Manning, division freight agent, with office at Elmira, N. Y., vice Edward M. Kain, promoted.

Edward M. Kain, assistant general freight agent, with office in room 903, Chamber of Commerce Building, Buffalo, N. Y., vice Herbert Thompson, resigned to engage in other business.

Frank A. Eversman, city passenger agent at Cincinnati, with office at 416 Walnut Street, vice H. T. Harlow, promoted.

Mr. H. T. Harlow, City Passenger and Ticket Agent at Chicago, with office at 226 South Clark Street, vice Mr. G. E. Fouts, resigned.

Ira S. Auch, general agent, with office 411 Bourse Building, Philadelphia, vice William A. Wallace, transferred.

William A. Wallace, traveling freight agent, with headquarters at Reading, Pa., reporting to general agent at Philadelphia.

Delaware Division.

Mr. J. F. Molony, Ticket and Baggage Agent at Mill Rift, Pa.

Mechanical Dept.

Buffalo.

Mr. M. P. Healy, promoted to Road Foreman of Engines, vice Mr. J. Lang, transferred upon his request.

Cincinnati Division.

C. A. Kothe, master mechanic of the Cincinnati Division, with headquarters at Marion, Ohio.

G. T. Depue, shop superintendent, Galion Shop, reporting to mechanical superintendent.

H. C. Huston, Engine Despatcher, vice J. M. Clark, resigned.

P. D. Gregg, Road Foreman of Engines, vice F. E. Smythe, transferred to former position of Locomotive Engineer.

Jersey City.

Mr. A. Berry, promoted to Foreman Tank Shop, vice Mr. A. Conrad, resigned.

B. J. Long, boilermaker foreman at South Side roundhouse, Jersey City, vice C. E. Lester, resigned.

A. Perry, foreman of tank shop, north side, Jersey City, vice Andrew Conrad, resigned.

W. J. Pierce, day roundhouse foreman at Croxton.

Susquehanna.

B. Robison transferred from special apprentice to erecting shop foreman, vice H. Cunius, resigned.

C. & E. Division.

H. F. Meyers, Fitting Foreman, vice C. Dungan, transferred to other duties.

Oscar Tobias, Tank Shop Foreman, vice Simon Drover, transferred to other duties.

PROPER STOWAGE OF MERCHANDISE IN FREIGHT CARS.

By Fred. H. T. Pearne, Supt. Terminals Dept.

THE following article was written by an employe of the Erie Railroad, part of his duty being to investigate freight conditions, by which is meant the proper loading in cars, stowage of merchandise, marking of packages, handling at stations and terminals, safe delivery, etc. The article will be found to be interesting to those identified with the handling of freight and should prove instructive and beneficial to all who are deficient in the essentials set forth by the writer.

Mr. Pearne's article follows:

Many cars are received at our New York Terminal Stations with freight in a damaged condition, due largely to improper stowage and in some instances to rough handling of equipment.

It is with the hope of improving

conditions and for the benefit of the service, that I am expressing my ideas with respect to the proper stowage of freight, in the columns of the Erie Railroad Employe's Magazine.

The most striking evidence of an efficient railroad agent is a well-kept freight-house, with all freight neatly piled, marks exposed and each consignee's goods separated.

Inspection of equipment before loading is absolutely necessary, as cars that are liable to cause damage during wet weather should not be used for the transportation of package freight or, in fact, for any freight that will become damaged by water or exposure. All cars should be before loading thoroughly swept out and no protruding nails left in door posts, sides, ends or floors to damage freight; if these nails cannot be drawn out they should be turned down.

Good, sound judgment should be exercised in loading freight of every character and a good safe rule to follow in stowing freight is to load it endwise, bracing and blocking when necessary to hold in position. Load your way-freight in station order so that the piece to come out first will be at the door. Put heavy freight on the car floor and not on top of light packages. Load pianos endwise and brace against side of car; under no circumstances accept L. C. L. shipments of pianos not boxed or harnessed. I mention this because, when out in the middle West, I saw a shipment of three pianos at destination that had been accepted without being boxed and which, through being damaged, cost the railroad several hundred dollars. Notwithstanding the fact that the pianos were damaged beyond repair, the conductor, brakemen and yardmen handling them testified that the car had received no rough handling while in their charge. But, it must have been roughly handled elsewhere.

Plate glass should be loaded endwise against side of car and anchored with good strong dunnage so as to hold rigid.

Lard, butter tubs and crates, should be handled carefully and loaded so as not to overturn in transit.

Oils and acids, exercise great care and load so as not to damage shipments with which they might come in contact, and bear in mind the special instructions governing the handling of inflammables.

Flour in bags, sugar, meal, etc., load on clean car floor; use paper, straw or sawdust for dunnage; or anything available that will protect them from such commodities as oil, acid and coal-dust, that might be on the car floor; avoid loading on top of other freight or against corners or projections and never so as to come in contact with bar iron, machinery, plow points, etc. Machinery should always be examined before receiving, whether new or second-hand, and be careful to note proper exceptions in case same is broken or damaged in any way. Before you receipt for machinery on open cars look it over and see that it is all right, and if the waybill or transfer calls for tools; look and be sure they are there and receipt for the freight as you find it. Show the condition of the property, whether it is in good order or otherwise. If there is any doubt, give the "Erie" the benefit, though be fair.

Always load this class of freight so that there is no danger of its overturning or damaging lighter freight; block, brace or anchor when necessary to hold in position.

Don't load fish in oil on tobacco or books.

Automobiles should be carefully examined before receipting for same and if damaged, their condition shown on the B/L or transfer. Great care should be exercised in bracing and blocking, so that the machine will ride in safety to its destination.

Carpets, dry goods or other commodities in bales, should be loaded on their sides, not on ends, then if there should be any oil or acid on the car floor later, the whole contents of the bale will not be damaged, as would be the case if loaded on ends.

Roofing paper, wire rolls, etc., load on ends.

Eggs load lengthwise, handling with care; use racks to brace and separate from butter, poultry, etc. In carload shipments of eggs picked up from more than one station, **do not permit shippers to walk on top of the lower tiers, in order to raise the rear tiers, but instead let them build the first tiers 4 high at the first pick up station and step down last two tiers and brace.** Continue in the same manner until the last station is reached where the car is filled out, then it will not be necessary for shippers to walk on top of the cases of eggs in order to build the tiers higher. I think straw or excelsior is better than lumber for

bracing, as it will act more as a cushion.

A little more than two years ago I demonstrated to a number of produce shippers in the middle West, that their own men were responsible for a large portion of the claims made for broken eggs, account of their men walking on top of the egg cases, in order to raise the back tiers from 2 or 3 to 4 high. One day just before the loading of a carload of eggs was completed, I said to the agent, "make an exception on this car before signing the bill-of-lading and write on it: "Not responsible for broken eggs account shippers walking on top of boxes." The agent said, "Why, we can't do that, they won't stand for it, won't ship by us any more and will write me up to the traffic manager." I said, "You follow my instructions." He did, and the shipper, who was considered a pretty square man, came down to the station in an angry mood and at first went for me hammer and tongs. I said, "You surely don't want the Railroad Company to pay you for eggs which your men have broken, do you?" He replied, "Certainly not, but there are no eggs broken in that car and I want that exception struck out." I retaliated by saying, "nothing would give me more pleasure than to do so if, upon opening a few cases, no broken eggs were discovered," whereupon I had several cases that I had marked and on which I had previously seen the loaders walk, removed from the car and opened. Sure enough there were several broken eggs found in each case. Mr. Shipper was satisfied, changed his methods of loading at once and instructed his men at all his branch houses not to walk on top of egg cases in future. I might add, I frequently discovered cases short packed or "errors in packing." I believe the F. C. A. of the Erie will tell you that this Company has carried many carloads of eggs upon which large amounts, often exceeding the entire revenue earned, has been paid out in claims for broken eggs, as well as shortages.

Trainmen on locals should always trim down and restow freight partly broken down in way cars before leaving a station and should repair freight found to be in a damaged condition, as soon as possible.

More care must be exercised in the handling of freight and the combined co-operation of all concerned is necessary to improve conditions and to reduce our loss and damage claims.

Remember you are all working for yourselves, as much as for the Erie, and that you cannot be faithful to the Company if you are not true to yourselves.

RAH FOR MEADVILLE!

When Master Mechanic Thomas J. Cole received word from Binghamton, N. Y., that his boys had won the annual contest held in that city on July 23d, he performed a turkey trot about his office and followed it up with as fine an exhibition of the Tango as was ever seen about the big shops.

After he had recovered his breath and said to himself, "I wish I had had interest enough to have gone to Binghamton to see my boys win," he called over his amanuensis and dictated the following NOTICE, which he ordered spread upon the bulletin board:

Erie Railroad.

NOTICE.

On account of the fact that Meadville has won the firemen's cup, breaking the record by eight (8) seconds, the shop will close at 4 o'clock this Thursday afternoon, in order that all employes may go home, change their clothes and fall in line at the depot on the arrival of train 11. Will be accompanied by automobiles, bands and cannon.

(Signed) Thomas J. Cole,
Master Mechanic.

And now the boys at 50 Church Street, New York, who are employed in the office of the mechanical superintendent, regard "Tom" Cole as one of the real heroes of the hour, even though he didn't go to Binghamton to fill his fire fighters with inspiration.

So long as the iron is in the furnace it is red-hot, but it becomes black when it is taken out of the fire; so also in the case of a worldly man; as long as he is in places of worship, or in the society of pious people, he is full of religious fervor; but no sooner does he come out of these associations than he loses it all.

Anyone can hold the helm when the sea is calm.

THE ERIE ROLL OF HONOR

EMPLOYES, WHOSE NAMES APPEAR BELOW, HAVE BEEN AWARDED CREDIT MARKS FOR MERITORIOUS SERVICE.

W. Schlafge, Gen. Mech. Supt., Erie Railroad Co.

A. O'Brien, Brakeman, New York Division.

J. J. Cotter, Engineer, New York Division.

C. Mann, Operator, New York Division.

C. W. Brink, Signal Maintainer, New York Division.

C. Voorhis, Engineer, New York Division.

R. W. Tracy, Station Agent, New York Division.

M. O'Malley, Engineer, Delaware Division.

J. N. Alden, Conductor, Susquehanna Division.

J. E. Wezloski, Operator, Susquehanna Division.

Ray Spencer, Brakeman, Susquehanna Division.

F. S. Coleman, Operator, Susquehanna Division.

Frank Hebe, Engineer, Tioga Division.

C. F. Henry, Station Agent, Allegheny Division.

H. R. Swetland, Operator, Allegheny Division.

W. R. Chase, Station Agent, Allegheny Division.

R. H. Boykins, Supervisor, Cincinnati Division.

Geo. Moyer, Operator, Cincinnati Division.

G. W. Hunt, Brakeman, N. Y. S. & W. Division.

A. Anderson, Station Agent, N. Y., S. & W. Division.

R. Van Vliet, Brakeman, N. Y. S. & W. Division.

It is not often that an official of the Erie Railroad has his name enrolled on the "Roll of Honor" page of this Magazine, but when one of them performs an act in the Company's behalf that merits it, then his name is placed there.

Mr. William Schlafge, the Company's gen. mechanical superintendent, while on business at the Meadville shops, happened to be walking nearby, when he discovered a fallen brake-beam on a car in a passing train. He stopped the train and had the defective beam removed, thereby preventing an accident.

Augustus O'Brien, brakeman, New York Division, received recognition through his efforts in locating the parties who were small and dishonest enough to pilfer lockers in the conductors' room and assisting in recovering the stolen property.

J. J. Cotter, engineer in Jersey City yard, New York Division, has received recognition for the performance of a small, but very important act. With engine 45 Cotter was handling cars from float bridge, when he noticed that a door on one of the cars was swinging in such a way that it would have hit bridge, and as it was a refrigerator car, serious damage would have resulted had he not stopped in time. Instead of going ahead he notified one of the men who closed door. This act was one of the small sort, but showed that Cotter had an interest in the Company's welfare.

C. Mann, operator, was on the alert an extra 3038, eastbound, was passing his tower on the New York Division, and saw something dragging. He had train stopped and it proved to be a broken spring hanger on truck of Erie car 49203. Car was set out of train and a probable accident prevented.

While train extra 3039, east, was at Newburgh Junction, New York Division, C. W. Brink, signal maintainer, discovered a broken flange on one of

the wheels of Erie car 26612 and took prompt action to report the damage, thereby preventing a possible accident to train.

C. Voorhis, engineer, New York Division, rendered good service to the Company when he brought his train to Jersey City on time, after engine 824 broke left front section of frame at Oradell (N. J. & N. Y. R. R.) on a recent trip.

R. W. Tracy, agent at Cresskill on the Northern Railroad of New Jersey Division, discovered an equalizer on westbound track, which had been lost from coach 881, train 221 on June 16, and turned same in.

Martin O'Malley, engineer, Delaware Division, discovered a piece of broken flange near "D. V." tower, and was prompt in locating defective car, which undoubtedly prevented serious trouble.

J. H. Alden, yard conductor at Binghamton on the Susquehanna Division, discovered a brakebeam down on car Erie 4992 as train extra 1620 was passing East. He notified flagman, who stopped train and beam was repaired, which may have prevented an accident.

As extra 1638 was passing Addison on the Susquehanna Division, J. E. Wezloski, operator, discovered something was wrong beneath one of the cars. He notified dispatcher, who stopped train at Erwins, when it was found that a brakebeam had dropped.

On a recent date Ray Spencer, brakeman, Susquehanna Division, discovered a broken flange on P. S. & N. car 1150 in train 188, near Erwins. He took prompt action to notify dispatcher, who ordered car switched at Corning.

As train extra 2012 was passing "B. S." tower on the Susquehanna Division, F. S. Coleman, operator, discovered a crippled car and took prompt action to notify conductor. Train was stopped at Barton and car switched at Barton Pit, where it was found that body was down on wheels.

Frank Hebe, engineer on the Tioga Division, received recognition for making 30,000 miles, without an engine failure.

As train 223, Allegheny Division, was passing Brockport station, C. F. Henry, agent, noticed brake rigging down on Pennsylvania car 205963. He took the neceessary steps to have train stopped and defective rigging removed, thereby preventing a possible accident.

H. R. Swetland, operator at Cattaraugus, on the Allegheny Division, discovered a bent axle on the tender of engine 1732, westbound. He reported same and that enabled crew to run engine to shop at a safe speed, where defective axle was removed.

W. R. Chase, agent at Cattaraugus on the Allegheny Division, discovered that the blocking on Erie flat car 8701 loaded with a traction engine, had given away. This permitted the proper persons to block engine and avoid a possible accident.

R. H. Boykins, Supervisor, Cincinnati Division, discovered a broken wheel under engine 3096 as train 77 was leaving Kent. He reported it, thereby preventing a possible accident.

George Moyer, operator at Mansfield on the Cincinnati Division, saw something dragging under train extra 3030 as it was passing. He notified conductor and when train was stopped it proved to be a brake rod under car 25061, and same was removed.

George W. Hunt, brakeman on train 204 on the New York, Susquehanna & Western Division, discovered a bent axle under car Erie 27407 at Pocono Summit and caused same to be switched for necessary repairs.

As extra 63 east was passing Naomi Pines station on the New York, Susquehanna & Western Division, A. Anderson, station agent, discovered a bent axle under Erie car 42413 and notified dispatcher, who had car switched at Pocono Summit for application of new wheels.

Robert Van Vliet, brakeman on extra 94 on the New York, Susquehanna & Western Division, discovered two pairs of cracked wheels under car Erie 28047 at Shops, Pa. He notified conductor and car was set out for repairs.

UNIVERSAL LANGUAGE.

He spoke his love in German—she answered not a word. In French he tried to woo her—the maiden never heard. He tried his luck in English, in Irish—all in vain; in Turkish, Greek and Latin, and in the tongue of Spain.

And then an inspiration came to the anguished youth. "The universal language," he cried, "I'll try, forsooth!" He kissed the demure maiden and pressed her to his breast. She understood that language, and you can guess the rest.

The next day is never so good as the day before.

"SAFETY FIRST."

By W. S. Hall, Erie Agent, Greycourt, N. Y.

AS THE words "Safety First" above the Erie emblem are almost always before us, either on placards at stations or stamped on stationery and circulars, we are to understand that safety is of first consideration in railroad operation, and a few observations on the subject from an agent's standpoint are worthy of notice.

It is said that the problem of transportation is perhaps the most important material problem that has engaged the attention of man.

The progress of our railroads is the wonder and admiration of the age. But has not this progress had its price, part of which having been scrap iron and kindling wood of costly equipment, hopeless cripples of strong men and numerous graves. We meet the demand for rapid transportation, but we break, maim and kill.

It must be expected that we shall always have accidents in railroading, as in other lines of business where machinery and the human element enter, but it does seem that we have had and are continuing to have, entirely too many of them.

How the number of railroad accidents can be reduced to a minimum is a problem that the management, the employes and the public is trying to solve.

We, as agents, probably have it in our power to make some showing in our department towards helping to solve this problem.

A feeling of individual responsibility is what we should have and try to impress the same upon our subordinates. Some men in subordinate positions do not seem to feel any responsibility and seem disinclined to do anything except what they think they are paid to do. They are not looking around to find work or unsafe conditions.

The adage that "an ounce of prevention is worth a pound of cure" applies aptly to this problem.

Statistics show that during the year ending June 30th, 1911, 10,396 persons were killed and 150,159 injured on the railroads of the United States. Of these 3,602 of the killed and 126,039 of the injured, were employes.

During the five years ending June, 1911, the railroads of the United States averaged over 10,000 per year killed, or almost one-fourth of the yearly average of the killed on both sides during our great civil war.

An article in the Erie Magazine for April, 1913, under the title of "Unfair Criticism of Railroad Accidents," states that the railroads come in for an unfair criticism from press and public in regard to the number of accidents.

This article shows that, of over 10,000 persons killed in one year, 53%, or 5,509, were unlawful trespassers on railroad property and that the responsibility rests largely with the government, instead of the railroads. Still, with the total number reduced over one-half, there seems to be room for much improvement and reduction.

Every accident is a forcible reminder that something may be wrong in either physical conditions or in methods of operation and whether any one was injured at all, or whether the injury was slight or serious, is of no consequence in determining cause and prevention.

A chart by the Interstate Commerce Commission, for years 1901 to 1909, showing the rate of fatal accidents per 1,000 employes by occupation, gives train as the highest, with 7.37, while telegraphers and station men show 0.39 and 0.27, respectively.

We, as agents and the men directly under us, are not in as much danger from accidents as men employed on trains and in other branches of the service, still we can do our share towards reducing the number of accidents by a strict observance of the rules and regulations of the Company, affecting the safety of property and lives.

H. O. Dunkle, now general manager, Lines West, reminded us at the Cleveland meeting last November that an agent has supervision over all the company property in the vicinity of his station.

Rule 349, Book of Rules, requires that agents make complete daily inspection of station premises and to report unsafe conditions.

I have noted a few conditions in connection with stations which, if found, should be remedied. Most of them, probably, apply more to passenger than to freight stations.

Ice and snow on steps and platforms.

Icicles hanging from roofs often fall and cause injuries.

Men pushing baggage trucks where passengers are liable to be. Better pull them.

Loading baggage or express on front end of a truck and then turning it short around. The result is truck usually upsets. This might happen when a train is pulling in station and platform crowded with passengers.

Baggage trucks left on platform with handles down and wheels not blocked.

Hand and signal appliances, when needed, are needed quickly. They should be kept handy and in good condition.

Obstructions on platform, freight, express, etc., which passengers might stumble over.

Badly lighted stations and platforms.

Gang planks not in good condition or improperly placed, are frequent causes of injury, on account of slipping and allowing men to fall, or freight to fall on them. I have noticed on my platform men will sometimes leave the iron transfer planks with corners extending over platform next to a switch where trainmen are liable to be hit by the sharp corner.

Planks with nails turned upward lying on the ground where employes and others might be injured by stepping on them.

Patrons frequently pile coal, lumber, sand and other material so near track that trainmen are liable to strike it while riding on the side of cars, or stumble and fall under cars while walking on the ground. The book of rules requires that space of ten feet be kept clear from main track and seven feet from any side track.

Broken parts from cars, lumps of coal and similar litter lying between tracks in yards where trainmen are liable to stumble over them, are frequently left or not noticed by the trackmen.

All appliances for fire protection need to be frequently inspected, as water barrels are liable to leak and pails disappear.

On the loading and safe handling of explosives and inflammables, it is important that we follow the methods given in the instructions.

At some stations on double track territory, passengers, baggage and express, are unloaded from trains on station side on second track opposite station. A good protection from trains approaching on the intervening track is necessary in such cases. An accident happened at my station over one year ago in which an eastbound express train was allowed to pull past station at full speed while express was being unloaded from a westbound train standing on westbound track. One man was severely injured and two trucks with full loads of express were demolished. It was dark at the time and the eastbound train was not heard in time to clear the track. Such signals as are used to protect these conditions might be closely watched by agents and the men in charge of the signals frequently reminded of their importance.

Every defective condition found around stations which might cause injury, such as holes in platforms, loose boards, broken or missing railings, steps, etc., should be promptly reported to proper officer. It is more satisfaction for us to discover bad conditions and have them remedied, than to have an inspector come around and find them. The latter way makes a man feel as if he were not quie as efficient as he should be.

Mathew Arnold says:

"We do not what we ought,
What we ought not we do,
And lean upon the thought,
That chance will pull us through."

In conclusion I appeal to all to leave nothing to chance; defective conditions may continue for some time and not cause trouble, but do not take the chance.

Always remember the Golden Rule of the Progressive Erie, "SAFETY FIRST."

SOME THOUGHTS ON THE "SAFETY FIRST" MOVEMENT.

THE following extracts on the subject of "Safety First" movement, will be found very interesting and everyone should read it carefully through.

It is a product of Superintendent E. I. Bowen, Rochester Division, and indicates much careful thought and the dangers attached to railroad life.

There is only one way to work—that's the SAFE way.

Don't take chances; it too often happens that someone else takes the consequences.

A man's most valuable asset is a sound body.

Carelessness never won a promotion. A man who has lost interest in his record is worse than useless—he is dangerous.

A chance taker is a gambler—nothing else. He may have a gambler's luck and get away with a long string of winnings, but if he sticks to the chance-taking game long enough, he will lose— and lose everything.

Experience proves the positive necessity for every rule in our Book of Rules. They are not put there to be obeyed whenever convenient, or when you think them necessary; they are put there to be obyed under every and all circumstances.

When your rule tells you to flag, flag! Remember that many lives are entrusted to your care; you are paid to go back, and there is no possible excuse for you're not going back. Be sure and go back far enough. It is raining just as hard or it is just as cold twenty feet from the rear of your train as it is back 18 to 35 telegraph poles. When flagging, don't stand near a gang of men at work on track.

Never go under your train without being sure that the Engine men know where you are.

Never go between moving cars or engines for any purpose whatever. You will use Company time when you wait for them to stop. We tell you to take the time and to wait until they do stop.

Never kick a drawbar or use your hand to adjust knuckles as cars come together. Your foot or hand is worth more to you than a few seconds of Company time. Better miss and try again.

Never move cars at stations, on sidings, or any other place where men are likely to be working in or about cars, without first making sure no one is in a position to get hurt by movement of the cars.

Report promptly all defects in equipment—or elsewhere. It will then be up to the other fellow to make repairs and if an accident results it will not be your fault.

It takes less time to prevent an accident than it does to make a report of it—and the former is seldom embarrassing.

An elderly or feeble person deserves and should have your most careful attention, particularly in getting on or off trains.

When using step-box, say to each passenger, "Watch your step" and say it pleasantly.

Study your schedule if you wish to, but don't overlook the fact that your book of rules contains some mighty valuable reading matter.

Never allow squirt hose to hang outside of cab, where it might be mistaken for grab iron.

Never ride on foot board between engine and cars that are being pushed.

When caution becomes a habit there will be but few accidents.

Never ride on top or side of an exceptionally large car when you might ride on an ordinary size car.

Don't get careless in walking through the yards. Experienced trainmen have been run over by trains; and you may be the next one if you don't stay awake when on or about the tracks.

Don't put torpedoes on rails near where trackmen are working or near highway crossings.

There are various block systems. One of the best systems is to use your own "Block."

Do things the way you are told, then if trouble comes it's up to the boss.

Never attempt to cross track ahead of train; you might miscalculate the distance or the speed of the train. The giving of a life to save a few seconds of time has little to justify it.

Don't overload tenders. Coal is not only wasted but serious injury to trackmen and switchmen too frequently result.

Don't let the happiness of your own home, that of some fellow-workman, or that of a patron of the road, be marred by a careless act of yours. The mental agony of a person responsible for injury to another and who escapes to witness the suffering and worry of the unfortunate's dependent ones, is as much to be dreaded as personal injury resulting from such carelessness.

Too many personal injuries result from braggadoccio — showing off. Don't foolishly try to show how cleverly you can do a dangerous thing without being injured. Railroading is too serious a business for any smart-Aleckism.

Don't be a common type man. Stand out as an exceptionally good man; think about your work; overcome difficult problems, play safe—always.

Your job may not seem worth much to you, but it looks mighty good to the other fellow.

The man who seems slow often accomplishes more work, works longer without injury and does less damage

to property than the man who is always in a hurry and never does anything exactly right.

There will soon be a next accident on the Road. Someone who reads this circular will be concerned as the responsible party or as an innocent sufferer. Do you want it to be you? If not, do your part to avoid it.

Instead of reporting to your surgeons and coroners so many personal injuries, let's get the jump on Fate and report to our Safety Committees the conditions that cause the injuries.

These are a few of the things we want you to do, or not to do, as the case may be; there are countless others, all visible to the naked eye, that has some common sense just behind it.

The Safety First habit is first aid to the uninjured.

The best book on the Safety First Movement, is the Book of Rules.

EXPERIENCE IS THE GREATEST TEACHER.

IN ANY walk in life, especially life as we find it nowadays, EXPERIENCE counts more than anything else. In the strenuous industry of railroading, experience above all other things stands as the one feature that makes for the operation of a railroad.

When railroads meet with misfortune in having wrecks, it is plain that there must be a cause, or causes. Defective equipment, maintenance of way defects, disobedience of signals or a faltering flagman, are among the prime causes.

There was a disastrous wreck on the New Haven road early in July, and in compliance with law the State Railroad Commission of Connecticut held an investigation and placed the blame on the Company's officials.

The details of the wreck and the Commission's conclusion have all been printed, discussed and criticised, so it is not the purpose of this Magazine to venture an opinion, much less criticise the methods of the officers of another railroad, all railroads being allied in conducting business and in sympathy in times of trouble.

Briefly, as referring to the Commission's conclusions, no engineer should be allowed to operate a first-class train without having special experience.

The motive power department should know the capacity of every engineer, before entrusting him with a high-speed passenger train.

The responsibility of placing an inefficient engineer in charge of a high-speed passenger train, should rest with the corporation.

A railroad should have a proper system of checking work reports, so as to determine whether or not defects reported on locomotives are actually repaired. Any such lack of caution should be discontinued.

Proper precaution in maintaining signals a safe distance apart; this refers to the distant and home signals.

The conclusions of the Commission are intelligent and bear the ear-marks of close investigation.

It will be well for all who peruse this article to study closely the last five paragraphs. They furnish nourishing food for reflection and when the suggestions made are followed, will keep any railroad company's employes out of grave trouble.

ERIE ENGINEER DENOUNCES SOCIALISM AND THE I. W. W.

ON THE night of June 29th, Division 35, Brotherhood of Locomotive Engineers, gave a dinner at the Hotel Eggleston, Rochester, N. Y., and among those in attendance were three engineers who have passed beyond 40 years in the service of railroads. Two of these, D. W. Sullivan, who is chief engineer of Division 35, and C. R. Bennett, are Erie men; the third, Hugo Cooper, is a New York Central engineer. All were wearers of gold honor badges.

The dinner was a big social success, and reminiscences and good cheer were intermingled with toast proposals and oratory.

When the chief engineer of a division of locomotive engineers, who has grown gray in the service, makes a speech denouncing Socialism and the Independent Workers of the World, and receives the applause of his fellows, all men of high intelligence, then that speech should be worth reading and regarded seriously by other men of equal intelligence.

Mr. Sullivan said: "There is a faction arising in our country today that professes to have a panacea for the

social unrest that is universally prevalent at this time, especially in our own country. The remedy it offers is the elimination of the Constitution and the substitution of the red flag for Old Glory, which has so long stood for the proposition that all men are created equal and which secures for us the blessings of peace and material prosperity. The utterances of Marx, Engel, Debs and Berger show unquestionably that socialism is the deadly enemy of organized labor.

"The Industrial Workers of the World was organized by Debs and other Socialists to destroy labor unions. There are undoubtedly many of us who are under the impression that Socialism was part of the labor movement; on the contrary, its mission is to destroy the movement as a block in the path of Socialism and the propagation of its ideas.

Public Ownership Opposed.

"Another menace goes forth in innocent guise, and that is the proposition of public ownership of public utilities, and especially of the railroad system. If this thing actually happens the day of railroad labor organizations will automatically end. What could our action be if dissatisfied with unjust conditions? A strike in the army or navy is a mutiny, a strike among postal clerks is unthinkable. Australia, a democracy, in form, has state management of railways, and in 1903 the employes struck and the government won. Parliament considered completely disfranchising the railway employes and there was at last passed a law forbidding employes of the state from taking part in politics, except to vote for members of Parliament.

"If we have not the means to enforce our just demands, we may as well not exist. Under this system it has been found that the wages of employes are determined by the relative importance of the men as voters and not according to economic conditions. Our railroads are wonders of comfort, safety and efficiency, and our freight rates, all things considered, are the best of any other country in the world, and the wages paid are the best.

Question of Freight Rates.

"We don't want nor do we need public ownership, but what we do want is that the government allow the railroads to get sufficient raise in their freight rates to enable our systems to continue their wonderful growth and to enable them to properly serve the people by increasing their terminal facilities and to meet the continual increase of cost of maintenance and operation. The logical result of too much interference by government in the affairs of railroads is realization of the socialistic idea of municipal ownership.

"The time is at hand when conditions are such in regard to railroad corporations that it is to the interest of the employes to see that the railroads get a fair deal, and no bitterness on the part of the men should necessarily result from the differences between ourselves and the companies upon the wage question, if we bear in mind that the wonderful commercial growth and industrial expansion in our country have produced a complex and constantly changing economic condition, with the result that the relations of capital and labor are constantly shifting to meet a ground that is just to both, so that it is impossible to adjust these relations permanently from the very nature of the case.

Cannot Be Finally Settled.

"The wage question is one that must necessarily remain in a more or less unsettled condition, as it cannot for these reasons be settled once and for all, nor even for any considerable period of time. There will not be any serious differences in our relations so long as labor is reasonable in its demands and capital is mindful of the rights of labor.

"As an organization we should lend our disapproval to any legislation framed for the purpose of undue exercise of governmental interference in the companies' affairs. There has been enacted in this state recently what is known as the full-crew bill. When we consider the fact that the equipment of modern trains places the complete control in the engineer, together with the high efficiency of the automatic block signal systems, the need for such legislation is, to say the least, seriously questioned, and of a nature that we should oppose.

"Such matters as this should not be left to follow the usual course of legislation, as we have a Public Service Commission, part of whose duty it is to propose needed legislation, and such proposals should come from that body and be stamped with its approval."

No man likes to hear a woman praise another man.

In the Realm of Clean Surroundings.

That august body existing in every well-regulated community and known as the BOARD OF HEALTH, performs a mission—IF IT DOES ITS DUTY, and that mission is to COMPEL people, among other things, to keep their premises in a CLEAN AND SANITARY condition.

It would be hardly necessary to maintain a board of health, if ALL PERSONS regarded CLEANLINESS as the most sublime condition in the human existence. But, unfortunately, ALL PERSONS DO NOT, hence the necessity of an official body having legal authority and a COMPELLING FORCE.

This would seem to be a reflection on the human race, but when conditions prevail, that have no moral right to exist, then the COMPELLING POWER stands as a blessing.

Are ALL railroad terminals and stations kept SCRUPULOUSLY CLEAN?

That question can be answered most effectively by THOSE whose DUTY IT IS to KNOW whether they ARE kept clean, or allowed to be littered with the flotsam and jetsam thrown by human hands and carried by the winds to these places every day in the year.

The lack of CONSIDERATION for other people's rights and for the RIGHTS of CORPORATIONS, prevails so generally, as to be regarded as one of the VERY WORST among human failings. That is WHY you so often see persons throw fruit peelings, newspapers, cigar stumps and other things on the discard list, on floors of waiting rooms, passenger coaches, platforms and in yards, to be scattered everywhere to the detriment of the Railroad Company and the health of the public, in general.

The fact that there is a law AGAINST such practices and that the railroads post signs, asking persons not to litter the premises with these things, makes but little difference and it goes on day by day.

This PUTS IT UP TO THE EMPLOYES.

If the public will not obey the common law of decency, then the men employed at terminals, stations and in yards, MUST protect the railroad against imposition and unfair criticism and REMOVE litter wherever they find it. THAT'S THE ONLY WAY OUT OF IT.

We are now in about the middle of the heated term—the period when the GERM-CARRYING FLY lurks everywhere, carrying deadly poison from putrid animal and vegetable matter and depositing it on the very food we eat.

Filth draws flies and flies carry disease. Let every Erie man employed at the places referred to DO HIS UTMOST to keep the premises free from litter of all kinds. This will not only show that they are interested in their work, but interested, also, in doing their share toward preserving the public health, and making attractive the places where thousands of travelers congregate daily.



BIG ANNUAL OUTING OF DUNMORE, PA., SHOP EMPLOYES.

A BIRD-WOMAN'S-EYE VIEW.

The aviator's wife was taking her first trip with her husband in his airship.

"Wait a minute, George," she said. "I'm afraid we will have to go down again."

"What's wrong?" asked the husband.

"I believe I have dropped one of the pearl buttons off my jacket. I think I can see it glistening on the ground."

"Keep your seat, my dear," said the aviator; "that's Lake Erie."—Youngstown Telegram.

A man called up a big office on the telephone and got a saucy greeting from an office boy while asking the man who he was and what he wanted.

"Oh, I'm only the president of your company," the man answered, "so you needn't be polite to me; but please do be to others.

A WHACK AT TURTLE SOUP.

Turtle soup is called green just because turtle fat is "kinder that color." And believe it, whether you now do or not, turtle soup will make anybody sweat green who eats of it often and much. Hogarth has a picture showing how green turtle soup and its fellow foods and drinkables in the good old golden days put London aldermen under the tables. From the viewpoint of nourishment turtle soup is not worth a tenth it costs. Sun dried turtles are found in some of the markets of the world, and many chefs say they are about as good as the fresh reptile. As for the true secret of mock turtle soup, it is only the scalp of a sucking calf, a gelatinous fraud, masquerading as a chunk of green turtle shell fat, but, even so, it is better than the best genuine sea turtle soup at that.—New York Press.

THE MESSAGE IN THE BOX.

On a table in the waiting room of a specialist is an inlaid box. When one opens it—and most visitors to the specialist do—a smaller box is found and one not so large inside that. This continues until finally the last is reached, a tiny thing with a slip of paper inside it. On the paper is a single word, "Curiosity."

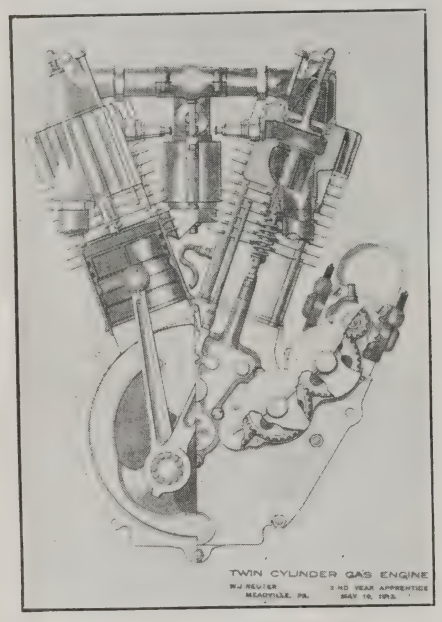
"I keep it there to amuse waiting patients," explained the specialist. "If there was only one who went through the scale of boxes he might feel sore about it, but he or she leaves the box closed for the next comer, and when there are quite a few in the waiting room it gets to be a pretty good joke, and I can hear laughter as the latest arrival gets stung. I picked the box up on a trip to India and happened to leave it in the waiting room one day. Now it stays there all the time."—New York Sun.

If you use a fountain pen, and find it difficult to unscrew the nozzle, wrap a rubber band a few times around it. That will give a grip almost equal to a pair of pincers, and will not injure the holder.

AN INGENIOUS DRAWING.

Below will be found another drawing, the work of one of the Erie's bright apprentice boys.

It is a twin-cylinder gas engine and is the work of W. J. Reuter, a second-year apprentice at the Company's shops, Meadville, Pa.



TWIN CYLINDER GAS ENGINE.

The comment made on this drawing by Mr. W. S. Cozad, Superintendent of Apprentices and Piece Work is, "We consider this an excellent piece of work and would like very much to have same appear in the Erie Magazine." Coming from a person of Mr. Cozad's standing in the world of mechanics, this favorable criticism may be regarded seriously and should act as an inspiration for the bright lad who made the drawing.

This Magazine wishes to take the opportunity of complimenting Mr. Cozad in having boys of the calibre of young Reuter under his instruction and hopes that the maker of the accompanying drawing may have a bright and prosperous future.

ONE TRAMP PRAISES ERIE.

"A-No. 1" called here today. He was in his usual prosperous condition.

He has graduated from the trucks and truss rods and is now riding the plush. Between his home and New York he is patronizing the ERIE, travelling first class. He is devoting his whole time to promoting the sale of his books, which have already passed the 375,000 mark, and he has a new one to come out soon. He informed me that all of his publications are being shipped "ERIE," principally on account of the careful and speedy handling of his goods and the courteous treatment he receives from the Erie people.

FABLE OF A CAT AND RAT.

There was a large Thomas cat that had its habitation in a store. It was reported to be a fine blooded animal from a family of distinguished rat destroyers. The cat was a beauty and everybody round the store took a turn at furnishing grub suited to the taste of a blooded cat.

It was observed, however, that there was no reduction of the rat or mice population, and the proprietor of the store commenced to inquire into the reason why. He first tried the cat on a rat that had been caught in a trap, but the feline expressed no interest or animation. He looked at the rat and then walked away. The storekeeper was disappointed, but not entirely discouraged. He thought perhaps that cat's specialty was mice, and as he had a mouse or two that had been caught alive in a trap, he turned them loose in front of the cat, but it paid no more attention to them than a sheep would to a rare done beefsteak.

"I think," said the storekeeper, "that I am onto this situation. I will fire the next employe who gives that cat anything to eat." For two days the Thomas cat did a good deal of howling and wore a look of injured innocence. He felt that he had been wronged, and was ready to start an insurrection, but as that didn't seem to get him anywhere, he turned loose on the rats and mice in a way that was surprising.

The second day after this change of programme the rats held a convention to consider what ought to be done. When the leading orator among the rats arose, he said: "Fellow-rats, this is no time for talk. What we want to do is to move. That cat hasn't any more natural ability than he had before, but he has concluded that he either has to hustle or starve, and I have discovered that when a cat gets in that frame of mind his neighborhood is no place for rats."

Some people are all tired out by the time they reach a conclusion.

From Correspondents Along the Line

HEADQUARTERS ITEMS.

General Freight Agent Adams is spending a vacation in Gogebic, Mich.

Messrs. S. G. Parret, G. M. Crummey and P. E. Gilbert, have secured positions in the Tariff Bureau.

W. J. Findlay, foreign tariff clerk, Tariff Bureau, has resigned to accept position as chief clerk to traffic manager of the Union Carbide Company. His many friends wish him success in his new position.

J. W. King, clerk, general freight office, promoted to foreign tariff clerk, Tariff Bureau.

J. Buysse, clerk in Assistant Freight Traffic Manager Gray's office, promoted to clerk in general freight office.

JERSEY CITY SHOPS.

Harry Barley, one of the popular New York Division Engineers, has been nominated by his friends as a contestant in the "Engineer's Popularity Contest" of the "Railroad Reporter." "Harry" is traveling under a full head of steam and rapidly placing the "Erie" to the front. At last report he was third on the list and it is quietly predicted that he will soon head the list. Mr. Barley's progress up to the present date speaks very well for the Erie, considering the fact that many of the large trunk lines are represented in the contest. Twice the Erie has grasped the first prize out of the hands of the D., L. & W., Conductor Fisher being the last successful winner. Will Mr. Barley be the third? If the good wishes and cooperation of the "Erie boys" will do the trick he certainly will give them all a hustle.

Burk reports L. Peratti as having been off two days, and then came in with tight shoes, as usual.

Krom Bros. have taken the Fishing Banks by storm; the latest wireless report, that they were bombarding the fish from the bow of the boat, "Contributed to the Atlantic."

Burk took a member of his family to Palisade Park, but found that the conditions were not gratifying to him. as Palisade Park is a fresh water institution.

Our fire team is to be commended on its good showing at the races held at Binghamton a few days ago. It was only through a slight mishap at the hydrant that caused the team to disqualify; however, this weak spot will be remedied before the next events occur, at which time we hope the "trophy" will be seen in the Jersey City Hose Rooms.

Sam Zamora recently had a shower bath installed in his quarters by the well-known architect, Thomas Clynes. Tom tried it the other day, but Sam was not quite prepared for it, and now Sam had it removed.

"Doc Weymer" makes quite a few trips to Newark. Must be some attraction there.

Engineers' bunk room has just received a new coat of paint, which puts it in a class with other bunk rooms along the Erie lines, particularly noted for their comforts and conveniences.

Our genial wheel clerk, "Bill Doremus," became the happy father of a bouncing baby girl a few days ago.

NOTES FROM CROXTON.

The extension on the roundhouse at Croxton is now in progress. The roundhouse when completed will be suitable to accommodate the largest type of engines which are now being received.

It was recommended by a prominent special apprentice (not particularly adapted as an agriculturist, but who was willing to try his hand at the subject), to give these spots—the grass plots at Croxton—a layer of lime frequently until the ground was restored to a neutral condition. It developed that every possible means had been exhausted to cultivate these bald spots, and not until the application of lime had been suggested did it occur to the official in charge at Croxton that possibly this was the way to make these spots fertile. We regret that the lime could not be given the proper trial as recommended, and perhaps the special apprentice will in the meanwhile become more familiar with the subject of agriculture.

Dick Henschen, one of the wide awake machinists at the Croxton Roundhouse, specialist on repairs to fast passenger locomotives, spends little of his time at Palisades. He now goes to Narrowsburgh to spend any spare time he has on hand.

There appears in the Jersey City Evening Journal, dated Saturday, June 9, 1894, the heading, "A Relic of the War," in which Dick Henschen's name appears as a wide awake

young lad of 11 years of age. While this young lad was at work digging worms for bait, he struck something that was rather hard, and knew it could not be bait. His curiosity being aroused, he dug further, and, after many anxious minutes of hard work, he unearthed six tomato cans of gold nuggets and relics which were probably placed there during the Civil War. It was not long before the news of the discovery had spread and the entire neighborhood was out plowing, digging and scooping for a find similar to that of young Dick's, but all the work that followed, only brought 2 cents to the faithful workers, and all efforts to find any more were abandoned. Henschen got there first and made a clean sweep.

BUFFALO CAR SHOPS.

One of our much respected friends, August Guenther, tinsmith, departed from this life June 26th to that bourne from which no traveller returns. Mr. Guenther's record of service with the Erie Railroad was over 15 years. A man that was respected both by his employers and fellow shopmates. He was a perfect workman in his line of business and one who could always be relied upon when once he had given his word. Buffalo Car Shops extend their sympathy to his bereaved family.

It is with regret that we announce the death of one of our old time Erie employes, J. W. Orr, who, for quite a long time, held the position as M. C. P. at Buffalo Car Shop. J. W. Orr passed away on July 14th at Norwalk, O. Buffalo Car Shops extend their condolence to his bereaved family.

Arthur Boutet has returned from a trip to the northwest of Canada, taking in on his route, Quebec. On arriving at Quebec a big French Canadian policeman grabbed him, putting the usual French question to Mr. Boutet, "Es Ker Voo Parley Francie, Monsier?" Mr. Boutet answered at once, "We We Monsier." "Pardon, Monsier," says the official, and walked away. He had mistaken Arthur for an English "Con" man. "I should worry," said Arthur and get a rope and get pulled in.

The annual event held at Crystal Beach July 19th, "Irish Day," was well represented by the Erie employes at Buffalo Car Shops. A good deal of honest rivalry was shown by the men from the different counties in the Old Sod, and reunions and general friendship was shown all around. We must not forget the ladies. They all seemed to vie with each other in making the boys happy, and there certainly were some swell dressers among them. Our old friend, the Drummer from Galway, was there in all his glory, and the way he twisted the sticks was a treat. More power to the Hibernians.

The Orpheus singing society held its banquet at the Queens Hotel, Fort Erie, early this month. We have quite a few of the Erie employes who were there. J. Schamonffell being called upon to sing a solo, responded in his rich baritone voice, "Uner den Linden Baum," and was encored repeatedly.

The Yammos Social Club held its annual outing around the Gorge Route, July 21st, the special event being the competition of the two best dressed members. We are happy to say that the Erie Car Shops came in with first and second prize; J. Manquin first; Charles Dietchler second. Mr. Manquin was dressed in Prince Albert coat, gray trousers, plug hat, a la Parisienne white vest, patent shoes, Peary gray spats and yellow kid gloves and monocole and cane. Charles Dietchler, a spotless suit of American flannels, white with a broad black silk sash for belt. Solomon in all his glory was not arrayed like these two.

We have to inform our readers of the Erie magazine of the passing away of W. Chapin, one of our old Erie employes, who departed this life a short time ago. He was for quite a considerable time piece work checker and clerk to W. T. Duffin, passenger car foreman. Mr. Chapin was formerly a member of Niagara River Branch of the Royal Arcanum, Ogallah Tribe of Red Men and a branch of Odd Fellows. We extend our sympathy to his bereaved family.

DELAWARE DIVISION MITES.

A meeting of the Agents Association of the Delaware, Jefferson and Wyoming Divisions was held at Port Jervis, July 25th.

Miss Camilla Perry, 'phone operator in "GH" office, recently spent a two weeks' vacation touring the eastern States.

Mr. Hawley Bunce, Delaware Division Plumber and Civil War Veteran, attended the G. A. R. convention at Gettysburg.

SUSQUEHANNA SHOPS.

June 30th, 1913, witnessed the passing away of James T. Burrell, the oldest Erie employe in point of service in this jurisdiction. The following is Mr. Burrell's complete record of service on the Erie Railroad: Oct., 1852, to Jan., 1853, bell boy at Piermont, running to Goshen; Jan. 18th, 1853 to 1889, machinist, Susquehanna; 1889 to 1905, erecting foreman, Susquehanna; 1905 to 1907, machinist, Susquehanna; 1907 to 1913, fitting dept. foreman, Susquehanna. While serving as machinist, Mr. Burrell took care of the "Hoagland" patent piston. This is the invention of George Hoagland, who was at one time master mechanic at Port Jervis. Among the historical engines of the Erie Railroad was one named "Orange." Mr. Burrell was perfectly familiar with this engine. It was a Norris engine, 12-inch cylinders, 42-inch or 48-inch drivers. When the gauge was narrowed from broad to standard gauge, the engine was placed in a glass case in the back shop at Susquehanna, where it remained until it was scrapped a number of years ago. Mr. Burrell also remembered the various other types of engines used by this railroad in the early days, viz: Taunton, Hinckley, Wilmarth and Ross Winans' engines. The Wilmarth engines were inside connected and were called "Shanghais." The Ross Winans engines were the famous "Camel Backs," wide firebox engines for burning anthracite coal. Mr. Burrell's continuous record of service from 1852 to 1913, almost 61 years, is unique, and we doubt if there is another man on the Erie that could boast of such a record of continuous service. As a mechanic and as a foreman, Mr. Burrell was one of the finest, and it is with sincere regret that we have to announce his death.

July 23d, 1913, witnessed the passing away of another old-time machinist at this point, Joseph Hope. Mr. Hope was employed at Susquehanna in the year 1865, and had been employed in the erecting, fitting and machine shops for almost a half century. Like Mr. Burrell, he was a resident of Susquehanna during all these years, and the news of his death was received with profound regret.

A feeling of sadness pervaded the whole gathering at the recent Erie Tournment held in Binghamton on account of the horrible fire which occurred there the day previous. The Erie boys were able to render some valuable assistance in rescuing the victims, also in preventing the spread of the fire, and received public thanks for their services.

The race was a disappointment to Susquehanna shop men, who attended in large numbers to help carry the trumpet to its ultimate home. The pace set by the Susquehanna boys was very fast, as subsequent events proved, and kept them all guessing for quite a while. We are proud of the fact that Susquehanna made the quickest run and coupling, which is the real business of a fire company. There is always plenty of time to reel the hose after the fire is over. However, we are not in any sense "sore" and will be there with the best of them next year.

The hose tournament furnished an excuse for several happy reunions among Erie men. Hotel Arlington was headquarters for a jolly bunch, who gained quite a reputation as entertainers. All in a very quiet manner of course.

Special Apprentice A. J. Kowalewski and Miss Monica Nasadoski, were quietly married at Waverly, N. Y., recently. We all join in wishing them a happy married life and that all their trouble will be little ones.

Traveling Auditor Stuart Taylor has been efficially engaged at Susquehanna. Welcome to our city.

BUFFALO MACHINE SHOPS.

M. Wagner, who is employed in the boiler shop at this point, recently found a pay-check belonging to one of the machinist helpers. Mr. Wagner turned the check over to General Foreman J. N. Gaiser, who delivered same to the owner. We take this opportunity of congratulating Mr. Wagner for the very able manner in which he handled this case and for the honesty displayed. To say the least, it certainly is gratifying and a pleasure to have men of his calibre in the employ of this Company. We are very certain that Mr. Wagner's motto is "HONESTY IS THE BEST POLICY."

"Mike" Moran, recently promoted to locomotive fireman, while engaged near the ash pit, fell into the pit where the water was about 10 ft. deep, and came close to being drowned. Fortunately, he was rescued by J. Miller, engine preparer, who happened to be near the scene at the time. Miller's quick thought

prompted him to grab a fire rake, and by giving Mike the hook, brought him to the surface, but not until Mike had struck bottom twice, and was about to descend the third and last time. When Mike had been properly restored he remarked: "This Miller is a wonderful mon, he saved my loife, but I do not lay it all to Miller, because if I wasn't a good Christian I would have drowned." Regardless of Mike's assertion, Miller is certainly to be congratulated for his efforts in rescuing a fellowman.

ALLEGHENY DIVISION.

Glen Rathbun, employed as E. & F. Timekeeper in the Superintendent's Office, has accepted a position with the Erie Employes Relief Association, with location at Salamanca, N. Y., Mr. H. A. Caldwell of the shop taking the position left by Mr. Rathbun.

The grounds east of Salamanca Station have been beautified by the construction of a terrace for lawn and the eastern portion of it covered with white limestone screenings. The whole prevents a very effective appearance and a great improvement over its former condition.

Work in cripple yard is booming. Heavy repair cars are being sent to Salamanca in trains of thirty-five and forty cars, instead of going to Buffalo Shop, as formerly, and it is expected that the number of men employed will be practically doubled in the near future.

G. H. Witherall, Chief Clerk to the Agent, has been entertaining measles.

Train Dispatcher E. A. Strohuber is enjoying a ten days' vacation.

Business seems to be on the increase, car movement over the Allegheny Division for Friday, the 25th, reaching nearly 1700 cars, which is the second best record in the history of the Division; the best record of 1725 having been made in 1911.

The work of filling in the two large trestles at Riderville is progressing satisfactorily, nearly 50% of the work having been completed.

The recent loss by fire of Manley W. Frank's livery barn, together with 21 horses, was a severe blow to Mr. Frank. Manley is an old Erie boy, having formerly worked as operator at various points on the Allegheny Division and has a host of friends in railroad service who sympathize in his loss.

Former Superintendent T. Mackrell

Let Her Go!

"I give the other fellows the starting signal for most everything since Dad gave me his old watch.



"Why, I've got the only real watch in our crowd and the other fellows ask me for the time!

"Say, you ought to see Dad's new watch. Its an Elgin B. W. Raymond winding indicator watch, and has an extra hand that tells him when to wind."

Make Your Boy Happy

Give him your old watch and buy for yourself the most up-to-date railroad timekeeper—the B. W. Raymond winding indicator watch.

$44.00 in a 25 Year Case
$42.00 in a 20 Year Case

AT ALL DEALERS

ELGIN NATIONAL WATCH COMPANY

ELGIN, ILL.

E. M. 8

of the Allegheny and Bradford Divisions was a recent visitor at Salamanca, N. Y.

BRADFORD ITEMS.

Engineer B. O'Connor, with headquarters at Huntington, Ind., was recently in Bradford, Pa. Mr. O'Connor was formerly an engineer on the Bradford Division.

Conductor Floyd Pierce and Caller Byron Pierce have been on a vacation trip, which included Buffalo and Crystal Beach.

George Clough and wife have returned from a trip to Washington, D. C.

Ralph Gayton has accepted a position as night clerk at the freight house.

The Bradford Laddies, who participated in the hose meet at Binghamton, N. Y., made a fine showing, but were defeated by the fast Meadville team.

John H. Taylor, general superintendent of the Lake District of the Great Northern Railway, died at his home in Superior, Wis., July 24th, following an operation for gastritis performed about a week before his death. Mr. Taylor was at one time division superintendent of the Bradford division of the Erie, with headquarters in Bradford, having succeeded the late C. V. Merrick to that position. His residence in Bradford was a short one, as he resigned to enter the employ of the Great Northern. Mr. Taylor, who was a comparatively young man, was one of the most efficient railroad officials in this country and his rise was most unusual. He entered the employ of the Great Northern as a division superintendent, and, in a few years, was promoted to the general superintendency. He is survived by his widow and family. His many friends on the Erie will regret to learn of the cutting short of so remarkable a career by his untimely death.

MEADVILLE SHOPS.

An Engineering Department is to be established in Youngstown, Ohio, for the purpose of taking care of the grade work in Ohio this year. It is said that this will not interfere with the force of mechanical engineers and draughtsmen employed here.

The double-tracking has now reached Saegertown. The location for the station has not yet been decided on.

Work on the new plant of the Browne Metal Co. is progressing finely.

Annual passes are now being distributed to employes who have been in the service of the Erie system 35 years and upwards.

L. E. White, asst. to general foreman, has devised an attachment for making packing rings, both for steam and air cylinders for air pumps.

Our bell electrician has left the service of the Erie for a more lucrative position with the telephone companies.

Robert Affentranger, general foreman's stenographer, has taken a similar position with the Franklin Steel Works, at Franklin, Pa.

John T. Odell, ex-railroad manager, who began his railroad career as messenger, in the telegraph office of the A. & G. W. Railroad, and rose to the position of division supt., retiring from the service of the Erie in 1876, paid the city and offices a visit, shaking hands with the few of the old-timers left. He retains that courtesy and pleasant way of greeting his friends, for which he was known when a younger man.

Root P. Steele, who succeeded Robert Affentranger as general foreman's stenographer, has accepted a position with the Pneumatic Tool Co., Franklin, Pa.

Mr. Steele recenty graduated from the Meadville Commercial College, where he made a fine record. He broke the speed record, making the highest record in 25 years. He won every other prize offered by the college, and by the various typewriter firms. Success to him.

E. M. Hoffman and Stuart B. Adams, Civil War veterans, attended the Gettysburg celebration.

John T. Carraway, Confederate veteran and machinist, entertained the boy scouts with his experiences in the southland during the Civil War.

The writer, E. M. Hoffman, wishes to express his appreciation of the courtesies extended, while at the Erie offices in New York, when on his way to the Gettysburg reunion.

The Erie apprentices of the Meadville Shops, went against the Hornell apprentices in a baseball game. Result, 9 to 3, in favor of Meadville. How was dot? F. De Saussure. technical instructor, manager; Matt Owens, coach.

Adam Regeisen, who was injured by a bolt thrown from the stack of a

passing engine, is again at work.

Mr. Hybineth, draughtsman on the Erie for many years, has accepted a position with the Union Pacific at Omaha. Mr. and Mrs. Hybineth departed for the West, with the best wishes of all their friends and acquaintances.

Mr. and Mrs. L. D. Rickets are enjoying a visit from their daughter, Mrs. Martin, whose home is in New Mexico.

One of the two bachelor foremen in the Locomotive Department is "Hank"-ering for admission to the army of Benedicts, and had made preparations by purchasing a fine residence on one of the finest streets. Bill, we hope the bells will soon ring.

H. E. Blackburn, instructor of apprentices at Dunmore Shops, spent a few days in the shops. The local press informed us he had gone to Hornell to root for the Hornell team. He has not been heard from since.

CLEVELAND SHOPS.

If any one wants pointers on fishing, call on Chas. Kuntz, tinner, and he will tell you how to fish in a cloudburst. July 5th he started for Leavittsburg with a full outfit and a big lunch to prolong the day, and when within one mile of the big pond, he was caught in a thunder storm and cloudburst 40 miles from home and soaked to the skin, with not a fish in sight to remind him of his trip.

Matrimony struck the boiler shop this month, and to make the long and short of it, Tony Constante, asst. flue welder, the shortest man on the Erie, he being a trifle over 1 yard in height, was married to a daughter of sunny Italy July 1st, her height being somewhat over 6 feet, makes up for what tony is lacking.

Our mutual friend, Wm. J. Hart, night watchman, was promoted to day check clerk, with the power of attorney thrown in. He was sworn in as a notary public to take care of the Legal Department in and around the shops and yards. If "Bill" keeps on going to the top, we will make a lawyer out of him, when he gets on the top of the ladder.

Jim Mitchel, better known as the "Strong Man," is back again on the job, well and hearty, after a two weeks' spell of sickness. You can always find Jim in the Store Dept. handling wheels and castings.

There must be some attraction at Cedar Point, for F. Stuer, stenographer to our chief clerk, who takes great pleasure in making the trip Saturday afternoons, when the office is closed.

H. M. Deeterich, operator and coal clerk, was transferred to Sharon, Pa. J. C. Reily takes his place.

L. Myers has resigned from the accountant desk. His place is ably filled by O. Roubchek.

Since the resignation of H. Lankys, invoice clerk, the place is well filled by F. Wallack.

The reclaiming of scrap bolts for the last 30 days, or during the last half of June, and the 1st part of July, amounted to 39,000; that is recut, rethreaded and put back into stock, all lengths and sizes. This new service is giving good satisfaction to all departments, and what would have gone to scrap bins, are taken to the blacksmith shears for cutting in various lengths and rethreaded by the machine, which is installed in the blacksmith shop, taken direct from the bolt machine and placed in bins, which are erected for that purpose. Each and every bin is designated for size and length.

R. R. Munn, engine inspector, spent his vacation days, first at Binghamton, to root for the Cleveland boys at the fire brigade tournament; from there to the home of his childhood in Hornell, N. Y., and most of his time in Greater New York. He reports having the time of his life with friends and relatives.

June 21st and 22d will be well remembered for years to come by F. J. McCarin, foreman of the blacksmith shop, and his devoted family, who united and spent a most enjoyable time in Pittsburgh, Pa., and were entertained by Mrs. C. Lloyd, a cousin of Mr. McCarin. Not since the days when our friend "Tom" rode his first bicycle, during the street car strike some years ago, it being decorated with flags, bunting and safety lamps, has he enjoyed himself so well and had such a pleasant trip.

GALION, OHIO.

Frank Lais, an employe in the labor gang, has been retired on a pension, having reached the age limit.

H. H. Fitch and F. N. Nelson, graduates of Purdue University, are new special apprentices at Galion shop.

The Louperux, the employe train running between Galion and Marion for nearly two years, has been taken off, and many families are now moving to Marion. The railroad com-

pany is taking over the ownership of the properties owned by Erie men. Several hundred properties are expected to change hands.

Galion has been made headquarters for the Automatic Signal Construction crew, which is installing the automatic system along this division. The stretch of track between Mansfield and Galion has been equipped and is now in operation. Trainmen have been attending a school of instruction on the new mode of running trains for several weeks.

M. A. Ankle, for some months a special apprentice at Galion shop, is now employed in the offices of the general mechanical superintendent of the Rock Island at Chicago.

Master Mechanic Depew has a new motor car, said to be especially designed for fast speed, which he will use between Galion and Marion. The car is a beauty in appearance and on a recent test run developed some exceptional qualities. A good man and a good car.

H. W. Craig, special apprentice from the offices of E. F. Fitzsimmons, is at Galion shop delving into records of years gone by.

Frederick Rudolph, a well-known citizen of Galion, and employed with the Erie since 1872, died at his home on July 14th, after an illness of several months. Mr. Rudolph's death was due to cancer, which started from a small bruise on his cheek received some years ago. He was able to carry on his duties as car inspector in the local yards until a few months since. Deceased was 68 years of age. He was a member of the E. R. A. and E. R. R. E. M. B. A.

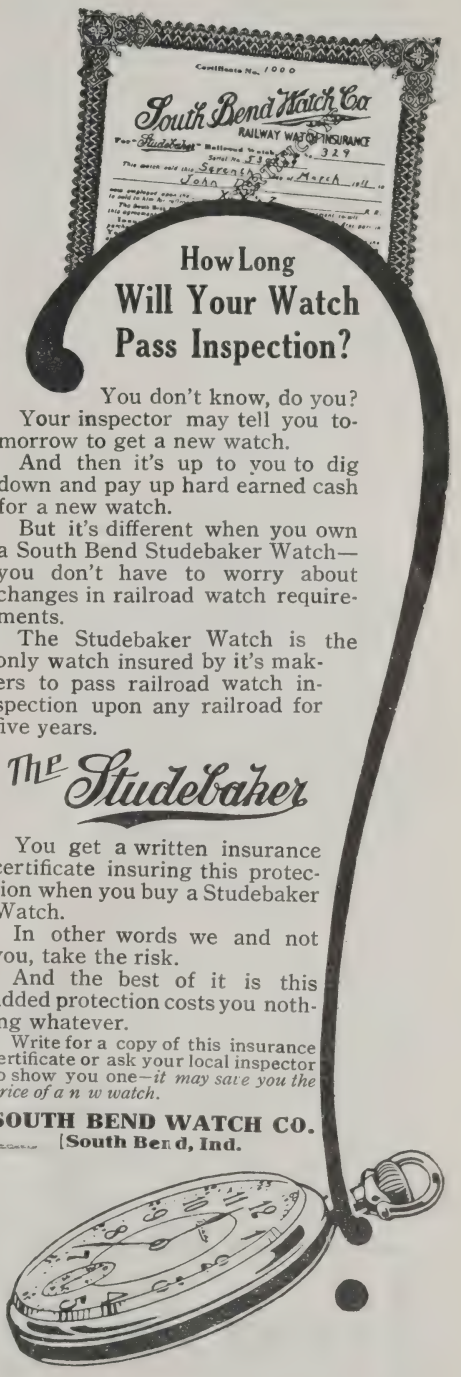
The Cincinnati Division was represented by two fire teams at the contest, Binghamton, N. Y., this year—Galion and Marion. The latter team contained many members of the old Galion team, which won the cup several years ago.

Fitting Shop Foreman Ed. Joyce enjoyed a pleasant visit with relatives at Binghamton, N. Y., in the latter part of July.

John Shea, Otto Koch. Eugene Veitinger, L. Carlin, L. Decker and John Poth, were Galion visitors to Binghamton, N. Y., during the week of the fire company contest.

STROUDSBURG, PA.

John H. Laurence, foreman carpenter at the shops, North Paterson, N. J., came up on Sunday, July 13th, to visit his friend, Geo. E. Smiley,



and looked over the shops here.

Milton Heller of he Material Department, with Mrs. Heller, spent a most delightful vacation of two weeks at Susquehanna, Pa., in July, visiting their son William, who is one of the foremen in the Erie shops there.

Vice-President J. C. Stuart, General Manager A. J. Stone, Asst. General Manager R. S. Parsons, Supt. of Transportation G. W. Kirtley, General Mechanical Supt. W. Schlafge, Mechanical Supt. A. G. Trumbull, Supt. M. E. Johns, Asst. Supt. A. B. Shafer, and others, recently made a trip over the W.-B. & E. and N. Y., S. & W. R. R., which included an inspection of the shops here. Master Mechanic Davey was the recipient of many commendable words from these officials.

Day Yard Master Harry Q. Snyder, Dispatchers F. M. Smith and Amos Munson, each enjoyed a vacation in July, returning full of vigor and nerve for another year of strenuous activity.

Our Shops Fire Company—Clarence L. Edinger, Edward Gould, Wm. B. Wolfe, John Eilanberger, Ernest Taylor, Richard Groner, Elmer Stine, L. C. Daubert, William Krauber, Bert Lamb, Joseph Miller and Fred Rinker, attended the annual Erie meet at Binghamton, N. Y., Wednesday, July 23d.

The shops' employes held their annual Picnic and Field Day at Breezy Point Park, East Stroudsburg, Pa., Saturday, July 19th. Music was furnished by the Cherry Valley band. There were over 2,000 in attendance (not all shopmen), and it was a most enjoyable outing.

Talk about aristocracy and traveling in state; Clerks Fred J. Henry and Levi Merring are "It." These two aristocrats live in one of Stroudsburg's suburbs, known as East Stroudsburg. About all employed in the shops and offices around here are only too glad to walk to work; not so with Fred and Levi, no indeed, no walking for them. By this time, the reader says in his mind, "They came in an automobile"—but, doesn't he know Bill McNulty's machine is in Scranton? Automobile? Too common for these young gentlemen. How do they come? Why in a coal wagon, driven by no less a personage than Milo Heller, pulled by two fractious steeds of the white type; and as they ride through the streets, neither the driver nor passenger would deign to notice their humble fellow workers, trudging along with the tortuous burden of corns. Levi is not to be blamed, for he had but recently made his first trip to New York and spent thee day riding in the "sub.," and a coal wagon on Main Street in Stroudsburg is about as noisy as a train in New York subway. What say, Fred?

S. M. WILCOX GOES ABROAD.

S. M. Wilcox of Chicago, manager of Phelps Bros. & Co., New York, the American agents for the Austro-American Steamship Company, sailed on Tuesday, August 5th, from New York for Bremen on the North German Lloyd steamer Kron Prinze'n Cecilie.

Mr. Wilcox is well known here through his recent connection with the Erie Railroad, having charge of their Foreign Department for several years. It is his intention to make an extended trip on the Continent, visiting all the principal shipping centers and completing the trip at Mediterranean ports, where his firm has extensive interests at Trieste, Fiume, etc.

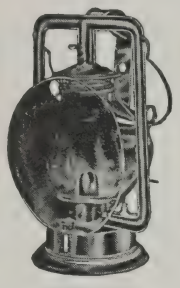
Mr. Wilcox will have as shipmate Frederick Henjes, manager of the Forwarding Department of Oelrichs & Company.



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THE ERIE R. R. EMPLOYES' MAGAZINE

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ANCONAS and Black Leghorns, $1.25 per 13 eggs from prize stock. Henry T. Evans, Blassbury, Pa.

BARRED ROCKS and Silver Laced Wyandottes. Eggs for hatching, 75 cts. per 13. J. E. McMunn, Clerk, Greycourt, N. Y.

EGGS for Hatching; extra fine stock. Five cents each for the following breeds: White and Brown Leghorns, Rocks and R. I. Reds. Otis T. Gregory, Passenger Dept., 50 Church St., New York.

EGGS for Hatching from my Choice Pen Pittsfield Plymouth Rocks; noted for their heavy laying. Limited number settings at $1.50. G. W. Pulis, Agent, Caldwell, N. J.

EGGS for Setting: Rose Comb Rhode Island Reds; good layers; 75c. per fifteen for now and remainder of the season. L. Davenport, Ogdensburg, Sussex Co., N. J.

EGGS from Kellerstrass Crystal White Orpingtons, low down, red eyed, shapey, vigorous birds; every bird in these pens trapnested, settings, $1.50. Also grand matting of silver laced Wyandottes, slide open lacing, settings, $1.50. B. Rubin, 2561 E. 50th St., Cleveland, O.

EGGS from choice matings, half price for balance of this season. Columbian Plymouth Rocks, America's best utility fowl, $1.50 per 15. White Indian Runner Ducks, white egg strain, eggs, $1.50 per 13. C. R. Deardorff, North Judson, Ind.

EGGS FOR SALE from Kellerstrass strain of prize winning and egg laying strain of White Orpingtons, for a short time only, will sell eggs for $1.25 per 13. Address, James Gibson, Yard Master's Office, Corning, N. Y.

FOR SALE—Golden Duckwing Game Bantam, winner of the following: 1st and Cash Special Scranton, Pa., 1912; 1st Wilkes-Barre 1912; 1st and Special Pittston 1913, also Light Brahama Fowl Hen, winner 1st and Special Pittston 1913. Address, W. A. Cavanagh, 518 River St., Scranton, Pa.

FOR SALE—Patent No. 1,064,797. Attachment to vehicles. Very simple and inexpensive in its make-up, can be manufactured and sold at a minimum of 100% above cost of manufacture. I am willing to sell only because I have not the proper facilities for manufacturing. John A. Walsh, 909 Hope St., Avoca, Pa.

FOR SALE—J. W. York b flat Cornet, gold lined bell and gold engraving, leather plush lined case. Instrument been used about two weeks. Original cost $62, will sell for $40. Write me. H. L. Hoard, Erie Tel. Opr., 91 Main Street, Salamanca, N. Y.

FOR SALE—Six room house and lot, all modern improvements, situated at No. 69 Hackensack St., East Rutherford, N. J. Size of lot, 40 ft. by 140 ft. Chicken coop and run for 125 chickens. Six peach trees. Two Bartlet Pear Trees. Two Grape vines. Will sell on easy terms. Enquire, H. S. Wood, Officer, Erie Police Dept., Jersey City, N. J.

FOR SALE—White Angora Rabbits, age 2 to 4 months old. Price $1.00 per pair. R. Greenwood, 563 E. 19th St., Paterson, N. J.

FOR SALE—Four lots in the highest and finest section of Westwood, N. J. Price $500. Apply to H. C. Blake, Room 860, 50 Church St., New York.

LAKE VIEW HEIGHTS. High, dry and healthy property, beautiful wide avenues, parkways and shade trees. New 6-room house, all improvements, excepting heat. Combination gas and electric fixtures. Only 2 minutes from train and trolley. Price $2,600; $300 down, balance $16 monthly. J. H. Hilton, Hillman St., Clifton.

YOUR NAME neatly written on one dozen cards for 15c. L. H. Kinney, Moosic, Pa.

R. C. R. I. Red Eggs, Tuttle Strain, $2 per 15, from Hagerstown and Columbus winners. C. S. Anglemyer, Agent, Washingtonville, O.

TO LET—Very desirable apartment, five rooms, all improvements; first floor, 43 Wood St., Rutherford, N. J.

TWO FAMILY HOUSE for sale; 11 rooms, 2 baths, separate entrances, furnaces, hardwood trim, garden, 3 short blocks up Union Ave. from Erie Station; Rent $45; Price, $5,450; on easy terms. W. F. Felschow, owner, 14 Ayer Place, Rutherford, N. J.

WANTED TO BUY—A good coon and skunk dog. None but one well trained considered. Please give description and price in first letter. Address to G. F. Foster, Operator, Fillmore, N. Y. Alle. Co.

WOULD LIKE TO BUY a Telegraph Vibroplex. When answering this advertisement, state price. S. J. Hoffman, Agent, Passaic Park.

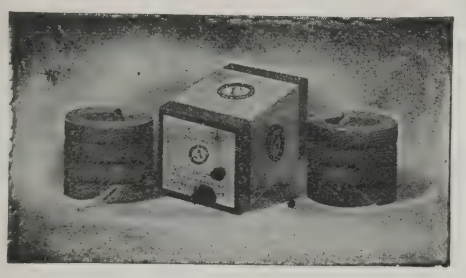
WOULD LIKE TO EXCHANGE a Boston Musical 3-Star b-flat Cornet, or a new L. C. Smith and Bros. Typewriter for a silver plated C pitch Cornet. State maker's name and condition of instrument. E. H. Van Patton, Operator, Avoca, N. Y.

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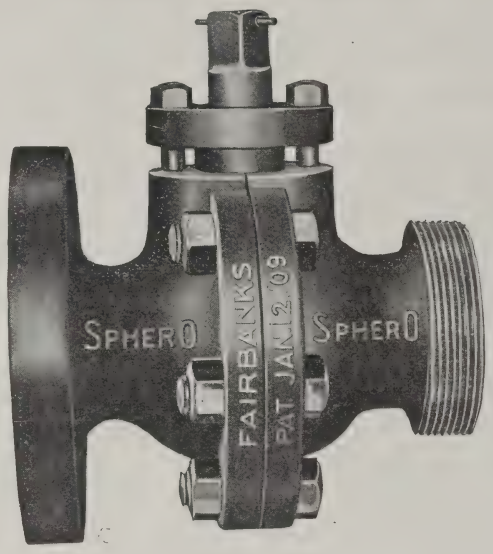
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The Best Locomotive Blow-Off Made
Easy, Quick and Positive Action
Straight Through Passageway
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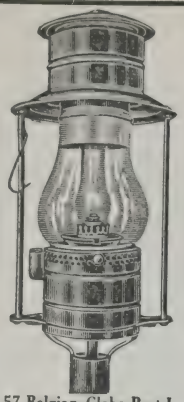
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is the 43 candle-power light developed by the Belgian Burner, in connection with the No. 57 Belgian Globe Post Lamp here illustrated.

Constructed for durability. One No. 57 will outlast two or three of the ordinary tubular lamps on the market, and with its powerful lighting efficiency, it is only necessary to use one of these lamps as against two or three of the tubular lamps.

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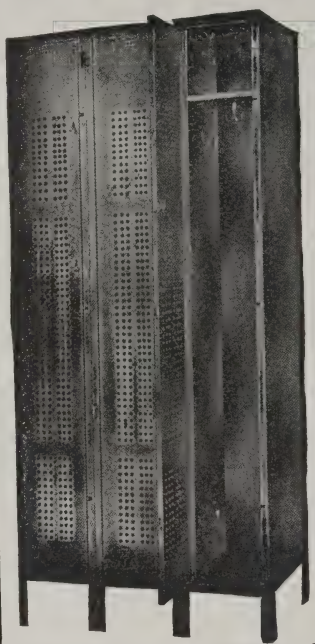
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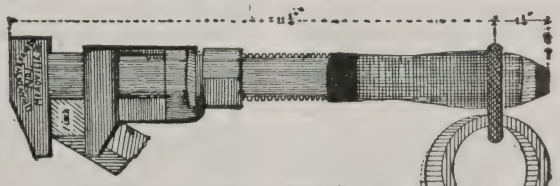
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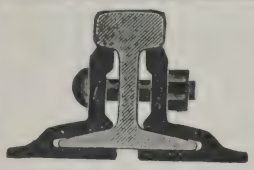
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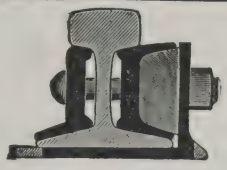
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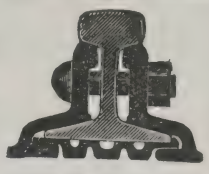
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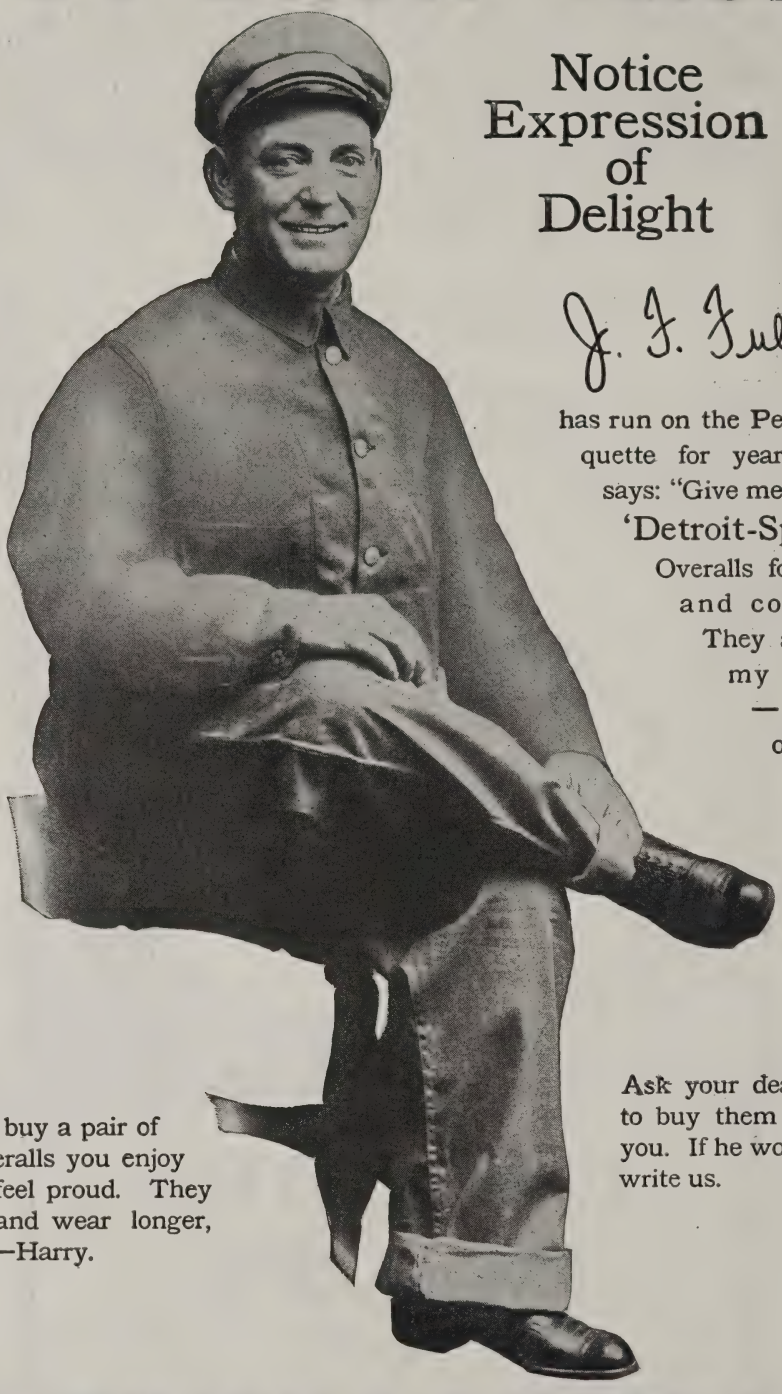
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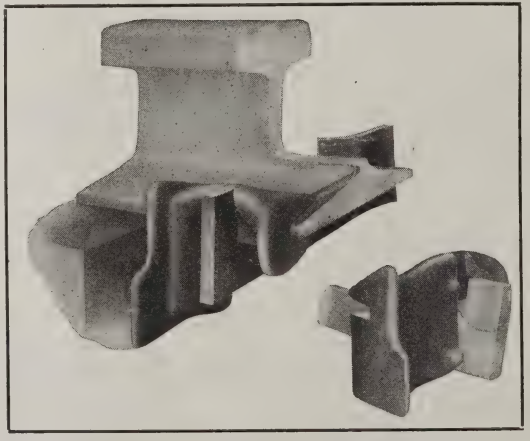
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Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 50 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 9. SEPTEMBER, 1913. No. 7



H. A. WILLIAMS.

H. A. WILLIAMS, TRAINMASTER

The picture on the preceding page shows Mr. Henry A. Williams, trainmaster of the Erie's Susquehanna Division.

Mr. Williams has not had what might be termed a varied railroad career, for he has never walked the ties of any railroad other than the Erie, so that he may be called an "Erie Man."

He was born at Susquehanna, Pa., and educated at Laurel Hill Academy in that town, and, to use his own words, "have been hitting the ball since the age of 13." He isn't a large ball player at that, being in the class with such well-known knights of the ash as "Willie" Keeler and "Birdie" Cree.

Following is his record:

Entered service as telegraph messenger at Susquehanna, August 15th, 1883.

Telegrapher, September 17th, 1884.

Assistant train despatcher, Susquehanna Division, April 5th, 1891.

Train despatcher, Susquehanna Division, July 1st, 1897.

Night chief train despatcher, December 1st, 1903.

Chief train despatcher, January 1st, 1909.

Train master, February 13th, 1912.

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526	W. G. Cole	A. Canfield
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842	E. M. Saunders	G. Doremus
850	W. Van Dine	W. F. Johnson
900	S. F. Ballam	S. F. Dries
937	H. N. Palmer	W. H. Pope
950	A. Garrabrandt	S. A. Wilkins
955	D. O'Brien	W. McMahon
957	F. Saier	F. W. Cole
963	C. F. Handy	A. Knarich
964	G. H. Beatty	E. Riter
965	H. L. Sarvent	J. E. Green
966	H. Schmoll	C. M. Knapp
968	S. W. Evans	D. Desposito
970	H. Springstead	F. M. Vernon
1014	H. Pendergast	H. T. Hall
1071	J. Knab	N. J. Brush
2503	J. Downs	G. Ruegger
3037	W. Crane	R. A. London
3038	F. Fitzgibbons	J. Merkenschlager
3042	A. O. Roberts	F. E. Wood
3043	W. E. Bolkom	T. E. Davis
3044	A. M. Barley	L. J. DeBevoise
3045	F. Beatty	R. Warner
3046	W. Thomas	R. H. Pierce
3047	R. E. Moore	H. Paffenroth
3049	W. Coleman	F. Murray
3050	D. Brahaney	L. W. Hinkley
3056	E. H. Hector	
3059	W. H. Balmos	W. Brown
3064	E. J. Murphy	M. Grathwohl

September Membership.

Susquehanna and Tioga Divisions.

No.	Engineer.	Fireman
2542	E. A. Brink	B. F. Dailey
	A. C. VanDermark	G. W. Jones
2566	M. Lynch	C. H. O'Donnell
	M. McCarthy	H. Houghtelling
2564	John Haire	L. Havens
	S. E. Mason	J. F. Cleveland
528	A. Jordan	J. D. McIntosh
	Geo. Redfield	F. P. Ickes
534	J. C. Miller	Geo. Kosinsky
	T. Purcell	I. A. Graves
2023	H. B. Garrett	J. M. Decker
1065	J. M. O'Loughlin	J. Foley
1094	S. F. Miller	E. J. Brick
1063	M. King	C. Oughletree
699	T. J. Smith	W. G. Cuthbert
1304	M. Mersereau	P. J. Canny
1059	F. B. Green	J. J. Donnellan

Tioga Division.

401	F. Hebe	D. O. Smith
405	W. S. Scott	A. Bunn
292	W. Cook	Air Test Eng. Blossburg

New York Central Division.

1647	F. Bragg	H. E. Theall
2017	E. Hosier	R. A. Powell

THE ROADLESS RUSSIA.

Russia is a roadless land. It is inconceivable to the foreign visitor who has ever left the beaten track of the railways in Russia how a great empire can have subsisted so long and so successfully amid the competition of the rival states beyond its borders without even a pretense at roads.

The secret, of course, lies in the fact that for five or six months in the year nature herself provides roads over the greater part of the expanse of all the Russias, admirably smooth, glassy roadways over hard worn snow. The traffic is further cheapened over these roads by the substitution of a sledge runner for the wheel and axle. This brings the cost of land carriage as near the cheapness of water borne freight as possible, and it is the principal reason why Russia in the twentieth century is still a roadless land.

The man who steals our thunder is naturally under a cloud.

—

Many a man loses time trying to explain a mistake that he might utilize in making others.

THE REINS TO THEM WHO CAN DRIVE.

A Plea for Saner Railroad Regulation.

BY HOWARD ELLIOTT,

Of the Bar of California, Gen. Mgr.'s Office, Salt Lake Route, Los Angeles, Cal.

THIS article is written for the benefit of one man. You see him every day. On the car to the office this morning he sat beside you. You noticed that he was neatly dressed, of dignified bearing, and that he was reading a magazine of public opinion on current events. You could tell by his appearance that he was a man of intelligence and culture, one of those whom we class as desirable citizens, neither over-educated nor ignorant, not a radical nor a conservative, neither wealthy nor poor, not seeking publicity nor unduly modest, neither over-zealous in religion nor a scoffer at the pious and devout, not so aristocratic as to be snobbish nor so democratic as to be careless of his associates—in fact he impressed you as one of those whole-souled creatures who is content to "live in his house by the side of the road and be a friend to man," who is the bulwark of our institutions and upon whom rests the perpetuity of the Government under which we live. His name? He is called the "Average Man," the "Representative Citizen," and with respect to his attitude on public questions, the "Man Up a Tree."

The terms are used synonymously, but when I say "Average Man" I do not mean a man the extent of whose intellect may be mathematically calculated by using the brains of the entire human family as a dividend and the total population of the universe the divisor. I mean the average after deducting the "froth." Nor is the term "Representative Citizen" employed to mean the distinguished man of the community, the one who is conspicuous at public functions and dress parades. Such a one is usually a leader of thought, one who tries to mould the opinion of others, while the real representative citizen is the one whose opinions reflect the ideas of the multitude whose judgment the leader of thought tries to shape. Such is the man for whom tonight's banquet speech will be delivered, to whom last night's sermon was dedicated, at whom next week's campaign speech will be directed, and for whom tomorrow morning's editorial is intended. In short, he is the man to whom all efforts at persuasion and conviction are addressed, who holds the balance of power in all matters affecting the public interest, and whose attention it is hoped will be attracted to this article.

The Average Man is well read. He has a fund of knowledge on a variety of topics. He knows his own business thoroughly and has a debatable knowledge of most other businesses. He can converse intelligently about the tariff, insurance, the initiative, referendum and recall, the important events of history, the various departments of our Government and the functions of each, the central bank and currency, or any other subject likely to come up at the club, the lodge and the banquet table. He takes an interest in politics, studies the campaign literature and attends the political rallies. He ponders over all these things, and forms his conclusions in the light of the knowledge which he possesses.

The Representative Citizen observes, as he moves among his fellows, that one of the most popular subjects of discussion relates to railroads, and he is posted on those phases of the question usually featured in the press. He reads the accounts of wrecks and notes the nation-wide demand for greater safeguards. He reads some of the decisions of the railway commissions, particularly those affecting his own immediate interests. He has read about the 28-hour law for stock and the 16-hour law for men. He remembers vividly the account of an interview with a famous railroad chief who is said to have remarked: "The public be damned." He recalls clearly the testimony of a certain freight agent to the effect that rates were made on the basis of all that the traffic will bear. He shares the opinion that railroads are grossly overcapitalized and that he is paying tribute to them in order to maintain fictitious values. He knows, too, about the evils of rebating, for has he not himself—before the passage of the Elkins bill—been a recipient of such favors, and did he not regard it as right and proper that railroads should follow the Biblical admonition, "It is more blessed to give than to receive?" Indeed he is "loaded" with information in regard to railroads, and has his own notions

as to the best methods of financing and operating them.

Of his own business he has made a profound study and a signal success. His associates know and appreciate the value of his experience and consider themselves fortunate in having with them a man of such sound wisdom and discretion. To him they go for counsel. But his knowledge of other businesses—and this includes the railroad business—has been gained not from an actual experience but from what he has seen, heard and read, and railroad men do not come to him for advice.

With his information on the railroad question has come much misinformation. Most of what he knows has reached him second-hand. It has come from reading articles in the daily papers and the monthly magazines which were written by many men like himself, had seen no service on the railroad. He has seen the same arguments against railroads reiterated so often that he has come to the conclusion that the dense volume of smoke is indicative of the presence of fire. In spite of his inherent belief in fair play, these articles have created a pronounced prejudice against the railways, because he has not seen the arguments refuted by railroad men, and he considers that silence is equivalent to acquiescence. When occasionally they do speak, he believes them biased and incapable of telling the truth. Whether or not they know what the truth is, he considers of secondary importance. And while he would keenly resent any imputation of unfitness or insincerity so far as he and his business are concerned, he thinks it but natural that seeking information on the railway problem he should go, not to the fountain heads of knowledge, the railroad officials, but to others whose ideas are purely theoretical and who give him information some of which is right, much of which is incomplete, and most of which is false. Are his ideas about his own business supported by any such foundation and superstructure as this?

The Man Up a Tree does not know that the uncomplimentary reference to the public which is accredited to a Vanderbilt was probably never uttered, but was a distorted report of a disgruntled reporter. He does not know that the General Freight Agent who testified as to how rates were constructed did not say "all that the traffic would bear," but did say "what the traffic will bear," meaning that a rate was applied which would cause the traffic to move freely and leave a profit for both the shipper and the consignee. He referred not only to the maximum but to the minimum. The Man Up a Tree does not know that this definition is still considered an excellent one. He does not know that the railways of the United States could not be duplicated for the present capitalization, and that capitalization has no appreciable connection with rates, nor rates with the cost of living. He does not know, and he does not ask railroad men to tell him.

The Man Up a Tree regards the regulation of railroads by Governmental authority as a distinct forward step in the march of civilization. In the light of the knowledge which he possesses, he is satisfied not only that such regulation is proper but that without it the nation's business would be completely dominated by the transportation interests and the many exploited for the benefit of the few. He believes, of course, in the principle of the square deal, and is willing to admit that it applies even to railroads. But he believes that under governmental supervision the roads are prospering and will continue to thrive. He reads about the enormous gross income of railroads and the unprecedented crop movement, and he figures that if railroads are not making money under these conditions it is due to the inefficient management of the properties themselves.

Now is it true, my friend up a tree, that the roads as a whole are prospering? If the kind of prosperity which they are experiencing, were felt by other industries would not a cry of "What's the matter with business" go up from one end of our country to the other? The financial statements of railroads, which have been issued for the last several months show that with an increase in gross earnings there has been a decrease in net. If the wage advances asked for were granted, it would immediately plunge some roads into bankruptcy and impair the credit of others. Something is radically wrong somewhere, and the railroads are more efficiently managed than ever before in their history. Railroad men know where the trouble lies, but the Average Man does not know, and with his desire to get at the truth, perhaps a little analysis of the situation may reveal the "cause of causes" of the present predicament.

What is the matter with the railroads?
They are not making enough money.
Why are they not making enough money?
Their rates are too low for the service they render.
Why are the rates considered inadequate?
They do not allow a sufficient return on the fair value of the property devoted to the public service.
Why don't the railroads raise the rates?
The Commissions will not allow them to be advanced.
Why will the Commissions not permit an advance?
Because they do not appreciate the situation.
Why do they not appreciate it?
Because they are not railroad men.

The Railroad Commission is an innovation. Lord Bacon defines "innovation" thus: "Something new and contrary to established customs." So new are they, in fact, and so contrary to established customs that the opinion that they are a necessary part of railroad operation is by no means unanimous. The Wall St. Journal on July 18, 1912, said: "If there were no regulation at all, and the railroad were absolutely unfettered by competition, it would still charge reasonable rates because an extortionate rate would kill the business it is trying to create."

And a man recognized by many as the foremost orator in the country today and one of its most brilliant thinkers said recently that, in his opinion, these regulating boards would not stand the test of time, that as soon as the public appreciated the situation, they would demand their abolition and insist that railroads be allowed to develop under natural laws through the operation of which they have grown to be the wonder of the world, and which laws, like those of supply and demand and gravitation, were not made with human hands, nor can they in like manner be amended or repealed without disastrous results to our social structure.

Yet if they are abolished, we know it will be in the remote future, and the question that confronts us is, therefore, not prohibition but temperance. The yoke is heavier than railroads can bear. If they cannot throw it off altogether, they may be able to lighten it. There is one point on which all are agreed and that is that the present situation is unsatisfactory. Railroad managers say it is due to the interference of the Commissions. The Man Up a Tree thinks that instead of curtailing the powers of the Commissions they should be broadened until railroad men shall be so impressed with the idea that they are public servants that they will—like the serfs of old—prostrate themselves and bare their backs for the lash imposed by their masters. They must be taught, says the Man Up a Tree, that we, not they, are the arbiters of their destiny.

Mr. Average Man, methinks railroad managers have learned their lesson and learned it well. Who knows better than they, that their powers are limited—that their business is being controlled by others, and that while they have the responsibility without the authority the Commissions maintain the authority without the responsibility. The managers need no further punishment to make them alive to the duties of their positions. But it should be remembered that the Supreme Court of the United States has said: "The public is in no proper sense a general manager." Evidently the court of last resort in this country is not in entire accord with the trend that events have been taking.

Mr. Representative Citizen, I should like to present to you a new idea, and that is that the public consider itself the Vice-President of the railways. The Vice-President has greater authority than the General Manager. To him the Manager reports. Surely this suggestion should be received with open arms. But if the public conducts itself as most Vice-Presidents in charge of operation do, the General Manager will have nothing to fear. Nor does this invite the inference that the ordinary Vice-President is a figurehead. Far from it. He is actively engaged in the operation of the road.

But let us see how the Vice-President acts with respect to the General Manager. Does he show his authority by vetoing everything the General Manager suggests? I venture the assertion that nine matters out of ten that are passed up to the Vice-President are carried out exactly as the General Manager has recommended. Yet there is no question about his higher authority, and the fact that he agrees with the General Manager does not lessen his control over him or the respect which the General Manager entertains for his superior. The Vice-President figures, and rightly so, that that road is governed best which is governed least, and that if the Gen-

eral Manager is not running the road properly he should be removed, that the way to produce results is not to take the lines out of his hand, but to give him the reins. He can drive. Let him.

Now, Mr. Man Up a Tree, in your capacity as Vice-President you know that your interests and those of the railroad are identical. Your purpose is to produce good service at reasonable rates and with profit to the stockholders—such profit as they have a right to expect from an investment in any legitimate enterprise. You know that you can make a good showing only so long as you earn a dollar by spending less than that amount, and that if reports show that the operating ratio is continually going up, you must do something to stem the tide and insure the solvency of the property. As a business man you know that there are only two ways of making a profit, either reduce the cost of production or increase the selling price, and if you have convinced yourself (as many Vice-Presidents have already) that the cost of production cannot be further reduced, then you owe it to the road of which you are an officer, to adopt the other alternative, and raise the rates. And remember, this is something which you can do, and which the General Manager, under present conditions, cannot do. Here is one method by which you may show that your authority is superior to that of the General Manager, and which will inure to the benefit, not only of the stockholders, but also of the country at large whom you represent in the management.

As a Vice-President you deal directly with the General Manager. Do you see any real necessity of interposing a "go-between," a "middleman" to represent you in your negotiations with the General Manager? It will add to the cost of superintendence, and the stockholders will be apt to say that the road is top-heavy with supervision. Your relations with the General Manager can be made perfectly harmonious, and it would only "muss up the water" to appoint an intermediary. Yet you have in nearly every State in the Union (Utah and Wyoming are the exceptions) appointed such a "fifth wheel," and have so far disregarded all rules of propriety and precedent, you have to such an extent gone "contrary to established customs" as to select men who never spent a day in the railroad business and give them authority over the General Manager.

And the strangest part of it all is that you try to defend this system, herald it as an unqualified success, point to it with pride, yet you do not extend it to any other business which is supervised by an appointive body. There are boards of Medical Examiners, Dental, Law, Pharmacy and Insurance. Do you appoint insurance men to serve on boards of Pharmacy, or druggists to comprise the insurance commission? Would you have much respect for a Medical Board composed of Lawyers or a Board of Law Examiners made up of doctors? But the policy you reject in those appointments, you employ with respect to railroads—a greater science than any of the others—for the naked fact remains that, with a very few exceptions, every appointee on a Board of Railroad Commissioners in this country is a man who never spent an hour in the employ of the business he assumes to govern. The greatest railroad Commission in the United States has one member who was formerly a brakeman, and he is the only railroad man out of the seven.

On a road of fifty thousand employes—and we have several such in America, there is only one President. He must have risen over the heads of 49,999 others, many of whom were nearly as well qualified as he. His selection was the result of years of application to duty which developed business acumen and sagacity of a high order. By all known laws governing the conduct of human affairs, it is right and proper that this should be so. Yet by amending and repealing those laws, men are placed on these commissions and given far greater control over the railroad business than the Presidents have, who not only are not as capable as the President—they are not as well qualified as most of the 49,999 others. Is it right? What think you, Mr. Average Man?

There is nothing strange about the proposition of railroad men running the railroad business. It even sounds well. Bakers bake bread. Shoemakers make shoes. Politicians make politics. Watchmakers regulate watches. Why not railroad men running and regulating railroads?

My time is too short to admit of descriptions showing to what extent railroad managers' hands are tied. Suffice it to say that, broadly speak-

ing, they can neither raise rates nor lower wages, issue stocks, bonds, or passes, without conferring with, and getting a ruling from men who are so far beneath them in point of experience that if they should lose their places on the Railroad Commissions today, no railroad would think of hiring them. Nor have I time to tell how unreasonable are the demands of these Commissions, how they put railroads to vast expense compiling data which is valueless to anyone, how they insist on the impossible, how they try to make inelastic that which should be elastic, and how their powers are being strengthened with each succeeding year, how instead of increasing efficiency they actually lessen it, and how the managers can do justice neither to the public nor to the stockholders, how they demand so much of the managers' time and that of the other officers and employes that they have little left to devote to important matters of operation which should have their undivided attention. A wise man said, "A house divided against itself cannot stand." Will the present railroad house remain intact?

You remember the fable of the Greek Hero who drove the chariot across the heavens from sunrise to sunset, and how his son, Phaeton, an impetuous youth, implored the father to let him drive one day. He could do it, he knew. It looked so easy. And you remember how he found the task greater than he could perform, how the steeds became unmanagable, and how both chariot and driver plunged headlong to the earth below.

I ask you, Mr. Average Man, Mr. Representative Citizen, Mr. Man Up a Tree, why not be reasonable about this matter? Why not let men do that which they are qualified to do? Instead of handing over the railroad chariots and the great iron horses to our favorite sons, why not leave them in the hands of the experienced fathers? Why not give "the reins to them who can drive"?

NOTE. This is Mr. Elliott's fifth contribution to railroad literature, the others being "Having Eyes That See," "Every Railroad Man His Own Lawyer," "Is Railroading a Rut?" and "Car Service Bureaus and Reciprocal Demurrage."

C. W. BRADLEY BANQUET.

One hundred and eight members of the West Shore Railroad's "Old Guard" assembled at the Hotel Astor, New York City, recently and enjoyed a reunion and dinner. The event happened on the thirtieth anniversary of the opening of that road from New York to Albany, N. Y., and the old boys were on deck to celebrate the event.

Among those who were with the West Shore when the road was building was Charles W. Bradley, who held many positions, concluding by becoming superintendent of the division. Mr. Bradley was the guest of honor, and his associates made it a memorable night for him—a night, in fact, that was filled with surprises.

Mention is made of the gathering in the columns of this Magazine, because the name of "Charlie" Bradley is almost synonymous with the Erie Railroad, his friends being legion among the Erie men of his day, many of whom still remain.

Mr. Frank La Bau, freight traffic manager of the New York Central, who was a clerk in the freight department of the New York, West Shore & Buffalo in Mr. Bradley's time, made the presentation speech, when he offered Mr. Bradley a token representing the respect and good wishes of the diners. The token (gold coin of the realm) was contained in a small metal freight car of the gondola type, standing on tracks against a bumping post. Mr. La Bau very pleasantly reminded the guest that, as he would own the car, the side track and the bumping post, he would have no concern in demurrage charges, regardless of the length of time he might hold the car.

Among the Erie officers present was Mr. M. E. Johns, superintendent of the New York, Susquehanna & Western Division, who has been the close friend of C. W. Bradley for years and still keep up a correspondence, Mr. Bradley now being an officer of the Chesapeake & Ohio Railroad, located at Richmond, Va.

Mr. Johns recently received from Mr. Bradley the following felicitous letter:

New Milford, Conn., Aug. 3rd, 1913.

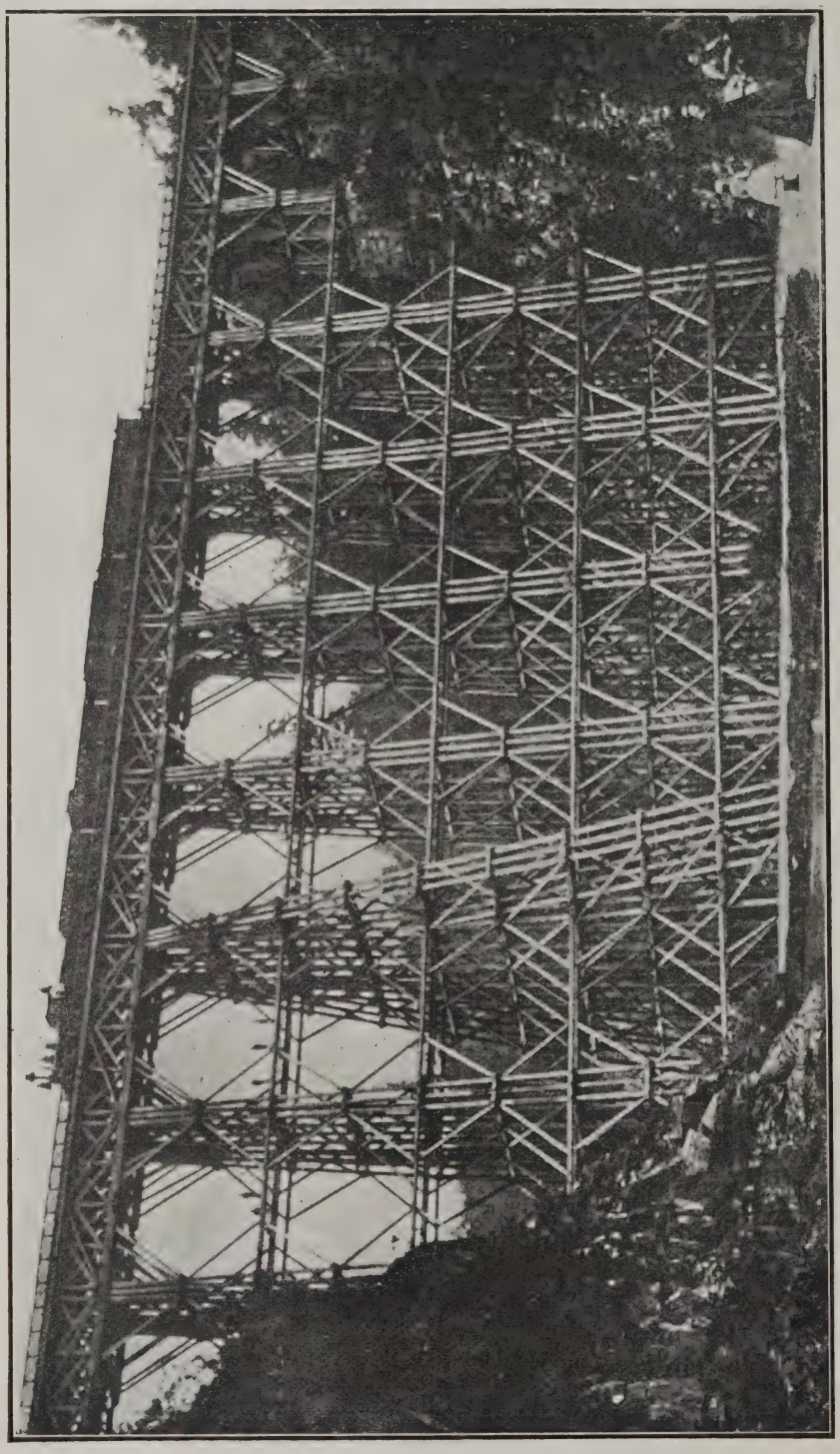
My dear Johns:

I am here recruiting after my attack of gall stones and the "round up" of the old West Shore Guard. The boys took the wind all out of me, and I could not say one-half what I wanted to say in appreciation of the layout they there gave me.

Your Erie Magazine and post cards have been forwarded to me here. The Erie Magazine is the best of its kind I have ever seen. When you come South don't fail to come my way and let me show you the best R. R. south of the Ohio and Potomac River.

Very sincerely yours,

(Signed) C. W. Bradley.



OLD TIMBER BRIDGE THAT USED TO SPAN THE GENESEE RIVER GORGE AT PORTAGE, N. Y., BUFFALO DIVISION. (See Page 399.)

OLD BRIDGE AT PORTAGE, N. Y.

On the opposite page will be found a picture of one of the many relics of the bygone days of the Erie Railroad—the old wooden bridge that spanned the Genesee River above the falls at Portage, N. Y., on the Buffalo Division.

This bridge was a wonder in its day, because it was built entirely of timber, and it served the Erie Railroad well for 24 years, when its existence terminated through a fire which wiped it out.

The photograph, which is the property of Mr. F. M. Hawley, supt. of the Allegheny Division, was kindly loaned by him to this Magazine in order that an electro might be made for reproduction in its pages. The favor is appreciated, because it is something out of the ordinary, as far as anything can be that refers to the antiquity of the good old Erie Railroad.

Mr. Hawley is not sponsor for the correct history of the old Portage bridge. He writes that he was told it was designed by a young man of the name of Watson, who was but 19 years of age at the time he completed the task. At any rate, every stick of timber in the bridge was portable and could be taken out and replaced without interfering with the safety of the structure.

Those familiar with the present bridge at Portage will be able to make a comparison, and, whatever the conclusion reached, it is certain that, in view of the construction of the old wooden bridge, it required more ingenuity to build it than the present one of steel.

Following is a description of the bridge:

Erection began July 1st, 1851; completed, August 14th, 1852; burned, May 6th, 1875; length, 800 feet; height, 234 feet; contained 1,600,000 feet of timber and 106,820 pounds of iron; cost, $140,000; timber used cut immediately adjacent to the bridge and covered 265 acres.

At the time it was in service the Portage bridge of wood was regarded as the most famous structure on the Erie Railroad.

RETIRES AFTER 50 YEARS.

On August 6th last, engineer William L. Wright of the Cincinnati Division, celebrated his seventieth birthday. During the same week he made his last run on the Erie, after serving the company well and faithfully for 50 years. He was retired only because he had reached the age of 70. He is a robust man and boasts that he has not been attended by a physician in 40 years.

The point to consider in the career of engineer Wright is, that during his long term of service he was never injured, nor did he ever cost the company anything for damages resulting through any fault of his.

Mr. Wright began his service with the Erie when it was known as the Atlantic & Great Western, in 1863, his first work being that of telegraph operator at a little station called Wadsworth, the first point west of Akron, Ohio, while the railroad was being put through.

From there he went on the Oil Creek road as engineer, then a branch of the Erie, his run being from Titusville to Corry.

Mr. Wright's run then took him to Richwood, O., near Marion, where hauling for ballasting the track occupied a summer, while the system was being completed into Urbana, thence on into Dayton.

Mr. Wright was next given a run into Dayton, on the Erie, which had graduated from its older name to that of the N. Y. P. & O., and has been a habitue of this division of their tracks ever since, with the exception of a nine months run between Galion and Kent.

Of all the men who have been employed during his length of service with the Erie, only three still remain on the road, Joe Dando, the well-known Daytonian who has his engine named for him, and Eber Gurley, who is now stationed at Marion, O.

At the time Mr. Wright went with the Erie, it was in charge of Supt. Leiford, and later he enjoyed long service under Supt. T. A. Phillips of Marion. He also served under Supt. C. A. Allen of Galion, who occupied this position for twenty-five years, and is now assistant to the general superintendent of the Erie Road.

The veteran engineer quits the road with the high esteem and friendship of a host of friends, who wish for him many more years of good health and prosperity.

It is not necessary that a man know all things; but in order to succeed he must know who knows that which he does not know, and go to him for it.

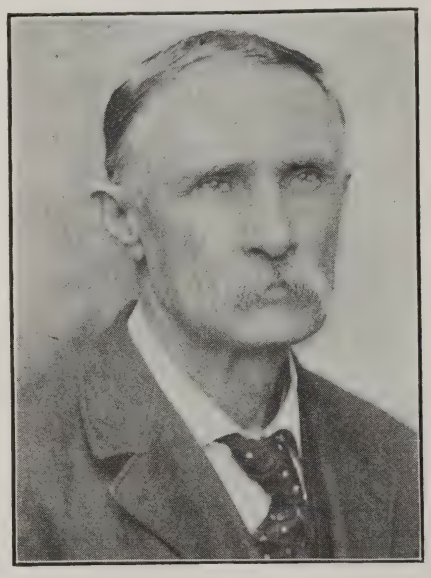
45 YEARS OF SERVICE.

Among those who have served the Erie Railroad well, honorably and faithfully, is Isaac Cole, locomotive engineer, who has recently been retired from the service, having reached the age of 70 years.

The day Mr. Cole quit the New York Division lost one of its real veterans and a man who was well and favorably known all along the line.

Mr. Cole's record is as follows:

Born in New York City, May 18th, 1843. In 1862 enlisted in 22nd Regiment New Jersey Volunteers and served 10 months and 4 days. Went to work in the Northern R. R. shops at Piermont for a few years. About 1868 commenced as fireman on the old Northern R. R. and was promoted to



ISAAC COLE, ENGINEER.

engineer, September 6th, 1875. Taken out of service May 18th, 1913, account of reaching the age of 70.

On being retired Superintendent Dickson wrote him the following letter:

Mr. I. Cole,
Engineer.

Dear Sir:

It has just come to our notice that your name has been taken off the engineers' roster account of reaching the 70 year age limit.

Our records indicate that you began service with this Company as a fireman in 1868 and a locomotive engineer during September, 1875, and that since that time you have very creditably served the Erie Railroad Company. Your record is one of which any man should be proud, and it gives us great pleasure to congratulate you, and wish you good luck in any program which you may follow from now on. If there is anything which we can do for you, we hope that you will not hesitate to call upon us.

Your name will be placed on the list for annual transportation account "past services."

Yours truly,
(Signed) J. B. Dickson,
Superintendent.

THE ERIE'S WILD DUCKS.

Commuters on the Erie, or as many of them as are in the secret, have been interested this season in the growth of a brood of little wild ducks in a very strange place on the Newark marshes. Just where the main line of the Erie jumps the Newark branch there is a triangle of water and reedy ground, entirely surrounded by railroad tracks. A part of this triangle is covered by slimy water, and a part of it by thick reeds. A passenger from Rutherford, early in the season, noticed one day, as the train passed, a brood of little black wild ducks swimming about on the water, and all summer long these fledglings have been increasing in size, until now they appear to be about ready to take to flight. They show no fear at all of the passing trains; but at morning or night, when the section men pass that way, they disappear in the thick reeds. More and more people have become accustomed to seeing them, so that when the suburban trains pass there is a general craning of necks in the direction of the spot. The little ducks' total indifference to the passing of the trains bears out Thoreau's word that, in nature's opinion, a railroad is not worth looking at nor listening to. Their presence on the marsh also proves that a great many "shy" wild creatures are still to be found in the neighborhood of New York city.

MUST PRECEDENT DICTATE?

The butcher-shop presents a sight
Bespeaking slaughter fraught with gore;
Grim carcasses men disunite
To add unto provision's store.

In other words, a gruesome corpse
Is vivisected and consumed.
Why is it man's desire thus warps
That lives of creatures dumb are doomed?

You say the flesh must be supplied
Our own existence to uphold.
The grain for stock that's set aside
Would furnish sustenance two-fold.

The ripened harvest of the field
Is tainted not by carnage vile;
Perverted tastes—though they may shield—
Cannot destruction reconcile.

F. M. Walling.

AN IMPORTANT CIRCULAR.

Mr. George W. Kirtley, superintendent of transportation, has issued the folowing special circular, which is addressed to ALL CONCERNED. As it refers to the use of the Erie Railroad's equipment in connection with the heavy traffic movement during the coming Fall and early Winter, it is very important that it should be read carefully and the instructions carried out.

Account of the heavy traffic movement during the Fall and early Winter, it is of special importance that the maximum efficiency be obtained from equipment at our disposal.

Agents and others concerned should make special appeal to shippers to load, and consignees to unload cars with as little delay as possible in order to assist the railroad in better protecting requirements of its patrons.

Accumulations of any particular class of freight should be immediately called to the attention of the proper officer so that the question of embargoes can be considered. Loaded cars should not be allowed to stand around due to lack of energy in obtaining revenue billing, disposition, etc. Fuel coal should not be allowed to accumulate, and when a surplus develops, the fact should be immediately reported so that the placing of empties can be curtailed and the equipment used for commercial purposes.

Special and constant attention should be given to the release of cars under load with company material.

When foreign or private line cars arrive under load not accompanied by proper home route information, and when station records do not show home route, it should be requested promptly so that when cars are unloaded there will be no delay awaiting the information.

Foreign cars and coarse system equipment should be used to protect off line loading so far as is consistent with existing instructions, and the better class of cars utilized for loading to line points.

Grain box, refrigerator and produce cars should not be loaded with coarse freight except when lading will take them where they are needed for high class freight, as shown by current instructions.

The loading of grain box, drop end gondolas and other high class equipment with scrap and other company material or with any commodity which will result in movement away from the base of demand must be avoided.

The loading of high class equipment with commodities that will render same unfit for the service for which intended—for example, dairy refrigerators for bulk cabbage, etc., must be avoided.

Careful and frequent checks should be made of large yards, repair tracks, mine switches and other obscure places to see that empties are not lost sight of or loads unnecessarily delayed.

Storekeepers and master mechanics can render valuable service by acquainting all of their subordinates who have to do with the loading or unloading of cars, with the proper method of handling same. Also by having a personal knowledge of the cars in their yards and the cars loaded out. Some of the most flagrant abuses and delays to cars have occurred in shop yards where, by the expenditure of a few cents in unloading material, numerous cars could have been put into commercial use.

Officers of the Car Department, including superintendents of car shops and foremen of car repairs, should render all possible assistance in this matter of car supply.

Division engineers, supervisors and section foremen can also be of great service in properly unloading cars and by the exercise of discretion in the loading of same.

If intelligible information as to the general plan of car movement is placed at the disposal of each employe who has to do with loading or unloading, much good will result.

The result of a vigorous effort along the lines indicated above should not be underestimated, and it is hoped that the results expected will be accomplished by a united effort of all interested officers and employes.

HAD CHANGE AND REST.

"Hello, Bill," remarked a clerk as he met a friend in a lunch cafe, "where have you been? I haven't seen you for the last three weeks."

"Well," replied the vacationist, wearily, "I'll tell you. I've been away. Went on the recommendation of my doctor. Seemed to be all run down and wrong. The doc said I was nearly all in, had been working too hard. He advised me to go to the seashore for a change and rest. I did, and here I am. The boardwalk got the change and the hotels got all the rest."

He looked tired, and his friend believed him."—Philadelphia Record.



HE HAS JUST GREETED A CALLER, "HELLO, MAC, WHAT'S ON YOUR MIND?"

WILLIAM SCHLAFGE, G. M. S.

When looking at the photograph of a friend, a person is often heard to exclaim, "That's a splendid likeness," or "It doesn't resemble him at all."

Those who study the above picture of our old friend, William Schlafge, general mechanical superintendent of the Erie Railroad, will not fail to agree that it is a "speaking likeness" of him, as the saying goes.

It shows him sitting at his official desk in the attitude of signing a document, when he is interrupted by a caller who has a story to tell him about the performance of one of the big passenger engines, or something like that.

His face brightens, as it always does, when someone calls whom he is glad to see and as the photographer snapped him this time he has just exclaimed, "Hello, Mac, what's on your mind?"

A number of friends of Mr. Schlafge studied very carefully the photograph, from which this picture was made, and it was the consensus of opinion that, if he posed during the rest of his life, no other photograph taken would show him in a more natural or lifelike position.

There will not be a man in the mechanical department from Jersey City to Chicago, who will not appreciate this picture and say it is a big hit.

ERIE FREIGHT AGENTS MEET.

The eighth regular meeting of the Erie Railroad Freight Agents' Ass'n, was held at the Great Northern Hotel, Chicago, Ills., on August 21-22-23, 1913.

The business sessions were held on August 21st and 22nd. An inspection of the Chicago terminals took place on Saturday. August 23rd, a special train leaving Dearborn St. Station at 9.00 o'clock A. M. Train travelled over the Chicago and Western Indiana R. R. and the Chicago Belt Railway, stopping at 27th and Robey Sts., where the Agents boarded the new Tug "Frederick U. Robbins", which proceeded to the new stations on the Chicago River, having in tow the new steel float loaded with new equipment.

A luncheon was served on the train and photographs of the Agents on the car-float and on the Tug, were taken at the new Erie St. Station.

The next meeting of the Association will be held at Buffalo, N. Y., on November 21st and 22nd, 1913.

VOLUNTARY REFUND OF OVERCHARGES.

Compiled in Office of C. E. Hildum, Auditor Freight Accounts, Erie R. R.

EVEN in this enlightened age, there is sometimes received, in the office of the auditor of freight accounts, a letter expressing the conviction of the writer that the railroad companies make it a practice to consistently delay, and if possible withhold entirely, the payment of legitimate overcharge claims.

We do not know, in all cases, what the attitude of other companies may be with respect to this question, but we believe that, as a general rule, an earnest effort is being made by all carriers to refund overcharges as promptly as possible. In any event, the Erie Railroad Co., as a matter of fairness to its patrons, is making an effort to refund all overcharges collected by this company, whether through the errors of our own agents, or the errors of employes of other companies, just as soon as it is possible to determine the facts, regardless of whether a claim has been presented or not.

The indictment of the railroads by such critics, is usually couched in general terms, and we believe is caused by a "frame of mind," rather than by the possession of specific, supporting facts.

As an answer to such criticisms, which no doubt are also received at times by agents along the line, attention is called to the following comparative statement, showing the number and amounts of overcharges voluntarily refunded through the office of the auditor of freight accounts of the Erie Railroad Company, during the months January to June, inclusive, for the years 1912 and 1913:

	1913.	
Month.	No.	Amount.
January	127	$482.86
February ...	41	160.75
March	220	1,040.85
April	248	1,203.72
May	168	584.72
June	173	678.42
	977	$4,151.38

	1912.	
Month.	No.	Amount.
January	113	$532.27
February ...	84	481.60
March	100	713.49
April	90	739.73
May	63	278.39
June	89	779.44
	539	$3,524.92

Increase 438: $626.46.

These items, it will be understood, represent only a very small portion of the refunds voluntarily made by this company. The great majority of payments of this character are made by the agents, themselves, under general instructions, and the statement includes only those which, for various reasons, the agents could not make.

Upon receipt of advice that an agent cannot make a refund, the matter is followed up systematically with the consignee, or consignor, and the refund accomplished as soon as the paid freight bill, or the usual indemnity declaration, is secured from the individual or company, to whom the payment is due.

In addition, during the past two years, this company has filed the papers in 1,355 cases of overcharges for amounts under $1.00, due to the non-receipt of replies to our overcharge advices. These advices, and our refund drafts, are being mailed throughout the United States, thereby keeping constantly before the shipping public the fact that we are voluntarily making every effort to refund overcharges which have been inadvertently assessed.

Erie agents can do much to expedite the handling of overcharge claims, and increase the feeling of good will on the part of our patrons, by urging them to deal directly with the company when they have reason to believe that erroneous rates have been used. It is not necessary for patrons to deal with the so-called "Claim Bureaus" or "Collection Agencies," which have been established in many localities, and which solicit the business of adjusting overcharge claims against carriers.

THE LOCOMOTIVE FURNACE.

Under the above title a pamphlet has come to light, the authors of which are Messrs. J. T. Anthony and John P. Neff. Its sponsor is the American Arch Company, 30 Church Street, New York City, of which Mr. Le Grand Parish is President.

The pamphlet is divided into many chapters as follows: The Security Arch in the Ordinary Firebox; Fundamentals of Combustion; The Secondary Air Supply; The Gaines Locomotive Furnace and a summary. There are 20 large and clear illustrations which refer to the subjects described in the letter press, and they, together, make a pamphlet that is not only instructive, but of positive interest to all persons attached to the mechanical department of railroad service.

"DONT'S" THAT ARE WORTH REMEMBERING.

Rochester Division Safety First Meeting, July 8th, 1913.

The following don'ts were adopted by the committee at this meeting:

Don't go between cars to cut the air or lift the knuckle pins.

Don't try to adjust couplers with your foot, or line up knuckles with your hands when cars are coming together.

Don't take desperate, foolish, and unnecessary chances in coupling moving cars.

Don't stand on the end of a car which is about to be coupled to another car or cars.

Don't leave cars on passing, or freight tracks, without full and sufficient clearance.

Don't depend upon short flagging, but always go the limit as required.

Don't fail to look your train over at all stops. See that all doors are properly closed, and that all conditions are safe for movement.

Don't eject passengers between stations, or while the train is moving, but act strictly in conformity with the rules.

Don't move engines before giving the proper signals, and ringing the bell.

Don't fail to properly inspect, and report all bad conditions of engines.

Don't allow oil or other matter to remain on the decks of engine tanks.

Don't fail at all times to properly protect yourself with flag or lights.

Don't overload hand or push cars. See that they are properly manned and moved with safety.

Don't fail to inform non-English speaking employes of the danger of their work, pointing out the proper way to do such work.

Don't work with a reckless or unsafe man, because it is you who assumes the risk.

Don't think the company wants you to take a hazardous chance in order to save time, but do your work in a safe way.

Don't offer the argument advanced by so many, "It was the other fellow's duty." See to it yourself and thus avoid placing the blame on someone else.

Don't fail to read general notice on page 5, book of rules of the operating department.

Don't fail to read rule 99 carefully; go back far enough to insure full protection. Weather conditions are the same one mile from rear of train as they are at one-quarter mile. Go back.

Don't fail to read general rules 250 to 266, inclusive, page 67.

Don't overlook rule 257, page 67.

Don't neglect rules 480, page 98; 485, page 100; 488, page 101, and 496, page 102.

Don't fail to read rules 552 to 558, inclusive, pages 113 and 114.

Don't fail to observe rules 600, 601, 602, page 120, rule 607, page 121, rules 611 and 612, page 122.

Don't fail to read in book issued January 1st, 1910, rules and instruction for operating the automatic and straight air brake. Also rule 18, running test, page 8.

Don't think the young man entering the service is no good. He must have some good qualities or he never would have passed the superintendent's office and be sent out on the road with you. It is up to the old man in the service to help the young man make good. Start him right, and when he makes a mistake, point it out to him. A good word and a little kindness will do a good deal to help him along.

Jersey City Shop "Don'ts."

Don't use defective tools; call the attention of your foreman to them.

,Don't use hammer and set when you can use a wrench.

Don't use a monkey wrench for a hammer; it was not made for that.

Don't try to use a 20-ton jack when a 50 is required; you might get hurt and it breaks the jacks.

Don't use the engine men's torpedoes to explode on the track about the shop; many serious personal injuries have resulted from such practices.

Don't forget the fact that when you are working on over head work, there are numerous employes working on the floor beneath.

Don't work the injector or try the water glass, without first warning men in the pit that you are about to do so.

Don't forget to display the safety bag or light when working under engines.

Don't forget you are not required to make repairs to locomotives while in motion.

Don't jump on turntable while it is in motion; many a foot has been severed by being caught between the circle rails and the table.

Don't "knock"—"Boost."

Don't waste hydrant water. It goes through a meter the same as yours does at home.

Don't jump across the pits; it is safer to walk around.

Don't smoke about the shops, or engine cabs. Many a costly fire has been started and many lives lost by the careless dropping of a cigarette butt or the knocking out of a pipe.

Don't make a torch of yourself by wearing greasy or oil-soaked over-alls.

Don't leave the chuck wrench in the chuck of the lathe while it is standing still; the lathe may start up.

Cincinnati Division "Don'ts."

Don't assume that your engine is equipped with the proper appliances to give signals. Know before leaving that you have these and that they are ready for immediate use.

Don't allow night signals to burn when it is not necessary; night signals are to be displayed from sunset to sunrise, or when weather or other conditions obscure day signals.

Don't carry your flag only when protecting your train. Carry torpedoes also.

Don't forget to see if all teams and men are clear of cars before switching team tracks.

Don't fail to get your reports in on time. Get the habit.

Don't neglect furnishing prompt replies to communications from your superiors or others. The information called for is usually required at the earliest possible moment and delay results in a vast amount of unnecessary correspondence and tracers.

Don't fail to make an immediate report to superintendent by wire of all fires.

Susquehanna Division "Don'ts."

Don't allow your engine to stand at the end of passing tracks or at interlocking points, emitting clouds of black smoke, or with pops open, which results in obscuring signals which must be observed by Engineers of approaching trains.

Don't push steeple trucks ahead of you on station platforms, as there is a liability of striking passengers. They should be pulled.



A CARTOONIST'S IDEA OF BUFFALO MACHINE SHOPS FIRE TEAM.

CARTOON FROM BUFFALO.

When the fire team representing the Buffalo Machine Shops, departed the city the day before the contest at Binghamton, there was great rejoicing and master mechanic Tuma admonished the boys to "bring home the bacon" on a decorated platter, if possible.

The day of the contest dawned and the Buffalo Machine Shops team went to it with blood in their eyes. All hands were filled with hope in far away Buffalo and awaited a telegram saying, "We won the trumpet; prepare to celebrate." (Signed C. Reinhard, Foreman.

Fred Piske, clerk to road foreman of engines, was among the sanguine ones and while he awaited the glad tidings, sat down at his official desk and drew the above cartoon, it being his idea of what a hard, earnest effort his associates were making at Binghamton to bring the trumpet to East Buffalo.

A close study of the cartoon will show that not one man on the team is standing still, even though the bacon didn't go Buffalo-way.

HOW THE AIR BRAKE WORKS ON A TRAIN.

By C. B. Miller, Dunmore Shop Apprentice.

IN THE Dunmore Apprentice School the instructor of apprentices asked the following question with reference to the operation of the air brake and instructed the apprentices to furnish an answer in writing.

Question: Give a brief description as to how the air brake works on a train.

The following answer by Apprentice C. B. Miller is representative of a number of the answers received and is quoted verbatim:

"The main principle of the air brake is that, in order to release the brake, the engineer must charge his train line with air, and in order to apply the brake, the engineer reduces the train line pressure. The heavier the reduction the harder the brake goes on.

"This peculiar operation is actuated by the triple valve, which is located on every car with a brake cylinder.

"The triple valve is so designed that the air coming through the train line will charge the auxiliary reservoir on the car. It will also, at the same time, release any air that is in the brake cylinder through the exhaust port on the triple.

"When the engineer desires to apply the brake, he reduces the train line pressure; the air in the reservoirs of the cars tries to get out and equalize with the train pipe reduction. It becomes trapped by the action of the triple valve. A little heavier reduction of train pipe causes the reservoir pressure to connect with the brake cylinder, which is transmitted by levers and rods to brake beams, thus applying brake.

"Thus, in case of a train breaking in-two, the action of the air will stop the train instead of making the engineer powerless to control the train, as a straight air system would do."

IT WAS MISLEADING.

The youthful writer strolled in casually.

"I have just finished my new story," he remarked. So we queried:

"What is it called?"

"At the Throat of the World!" he replied. Haggard with horror, we leaped to our feet.

"At the Throat of the World!" we gasped. "What is it?" A tale of bloody murder?"

"Not at all," explained the youthful writer, "it's merely the autobiography of a barber."

THE ALL-IMPORTANT FEATURE OF SAFETY FIRST.

What the Cincinnati Division Committees Are Doing About It.

THE following communication addressed to the Editor of this Magazine, has been received from Mr. L. S. Quick, Division Claim Agent of the Erie Railroad at Marion, Ohio. It was sent in behalf of the "SAFETY FIRST" committees.

It covers one of the most important features of modern railroad service and is printed in the interests of all Erie men, as well as to call attention to the progressiveness of the Cincinnati Division.

The communication follows:

As the matter of safety work is now of general consideration on the majority of the railroads in the country and as the matter has been mentioned in the Employes' Magazine on various occasions, I have thought it not improper to submit to you for publication, if you wish, a general article touching upon this work as it is being carried out on our Division of the Erie System.

In composing this article, it has been our endeavor to show the means by which we attempt to attain the end of greater safety to all employes, passengers and the public, as well as showing what those ponts are which we deem, if carried out, will result in conditions being more safe.

We find that the **means** for attaining the ends are more difficult to put in practice, than it is to determine what those ends shall be. The apparent greatest aid to the work seems to be a thorough dissemination of information among all employes on the matter of the purpose of the work and how each may co-operate in aiding the project. Whatever of antagonism there is to the Safety movement appears without exception, to have its inception in ignorance of its purpose or willful disregard of the duty that each owes to another to make every effort to render his working conditions more safe. The spirit of the movement is entirely co-operative, between the men and the Erie Company, and no one with full understanding of it should fail to give it his or her active support.

The work was started on this Division by the appointment by the Superintendent and Train Master, of twelve men in road service and eighteen in yard service. These men are divided into first and Second District road Committees and three yard committees. Meetings are held normally twice a month, but this is varied as seems advisable, at the office of the Division Claim Agent. The matters brought up by the various members are discussed by the entire committee and if deemed advisable by the general opinion of those present, is submitted in the report of the meeting, which is sent to the Train Master. A copy of the report is kept on file and is found very useful for reference in succeeding meetings. Each committee has its chairman and secretary, who sign the report.

Whether a matter shall be reported in the minutes of the meeting, or not, is first given the test, whether it pertains to the Safety Movement, and if it is determined that it does, its propriety is then discussed and the method by which the desired end can be most practically reached and a recommendation made is made in the report.

The committees have found it proper to make recommendations on a great variety of subjects, of which the following will serve as an example: Some signals were found to be in such a position that the view of them by engineers was obstructed, or due to their position near other signals the result was confusing, these conditions have been remedied by proper changes. Temporary buildings erected along the main track and sidings, incident to new bridge or repair work, and located too close to the tracks for safety; this condition was easily remedied, when pointed out. Dangerous obstructions in paths have been removed and some of the much-used paths have been improved by building gravel or cinder walks and erecting lights. On some bridges which trainmen are required to use in looking after their trains, planks have been put down to form a walk, but this is avoided at places that would tempt the public to walk upon the track and bridge. It is suggested that section men keep clear of both tracks when a train is passing on either, their failure to do so often has resulted in injury and death. It was noticed that the yards were often permitted to be littered with broken drawbars, brake-beams and various obstructions to walking through the yard or switching or doing any work about trains; this condition has been remedied upon recommendation of the com-

mittees. Following trains or switch engines too close on hand cars, motor cars and speeders, was noticed to be a practice and it was recommended that the same be stopped. There have been several hundred recommendations made by the committees and action has been taken and results obtained on a majority of them.

In order that the field may be fully covered; in order that a defective condition or faulty practice can be detected and remedied before injury results, **it is necessary to have the earnest co-operation of every one.** We wish that every employe who observes such a condition or practice which in any way involves employes, passengers or the public, who have a right on the Company's premises, would make a written report of same and mail it in the Company's mail to the Safety Committee at Marion, if such condition or practice is on the Cincinnati Division. To facilitate the making of such reports, there has been provided a number of cards, bearing on one side the address of the Committee at Marion and on the reverse side a blank left for making the report desired. All that is necessary is to write the report on the back of the card and place it in the mail. There are a few suggestions on the card in order to make plain its use. These cards are now kept at callers' offices, but in the near future it is expected they will be kept in small pockets at the bulletin boards provided for the use of the "Safety Committees", and later a supply be kept at all stations.

The bulletin boards above mentioned will be placed at all principal points where the men congregate and will be so constructed as to accommodate a number of permanent bulletins, which will be gotten up by the committees. The nature of these bulletins will be to make suggestions tending toward safety and point out dangerous practices or violations of established rules.

The conditions that have been remedied upon the recommendation of the committees, show a result to be appreciated and form an incentive toward a greater effort directed to reducing danger to the minimum.

SOME SAFETY SUGGESTIONS.

Remember that the motto of this Company is, "Safety First!" Keep this ever in mind and govern your actions accordingly.

Study the Book of Rules carefully. Read **every** Rule. Special attention is called to Rules 30-31-31(A)-99-266-267-592-608 and the directions on Page 5. The violation of these rules has caused many accidents.

Don't go between or under cars or engines unless those in charge of the engine know of your presence there.

Don't sit on the tracks, you might fall asleep and be killed. If you have time to sit down, get in the clear beside the tracks out of danger.

Don't try to adjust a knuckle with your foot. You might miss it and be caught, or have your feet mangled.

It is better to take 60 seconds more time and be safe than to take a chance and be crippled.

When a car is set in a siding or spur, be sure it clears. You might be passing shortly and be struck by that very car.

Keep your head in when passing a train on a siding. There might be a projection from a roof or door.

Remember that in a majority of the cases when a man is hurt, it increases your risk, as a less experienced man must take his place.

Don't neglect to report defects in machinery or appliances, to those in authority, so they may be remedied before an accident occurs. It is too late to lock the stable after the horse is stolen.

All accidents have causes, there are no accidents that were to be. Take less chances and you will decrease the accident roll.

Remember that a careless man is not wanted around a railroad. He is a danger to himeslf, his fellow workmen and the Company.

Be a Booster for Safety and a Knocker on Carelessness.

WRONG INTERPRETATION.

A city official tells of a conversation he and a Spanish maiden had when he was a sergeant, with troops stationed on the island of Porto Rico.

"The senorita," said the official, "had become infatuated with a certain soldier named Harry, and she had learned his name. One morning she approached me and asked:

" 'Where Harry?'

"He was asleep, and I laid my head on my hand and closed my eyes to tell the girl. She misunderstood the signs and, with a cry, pointed to heaven. I shook my head and pointed down. The senorita raised her hands in silent supplication. Later Harry was seen on guard, and the girl looked at me reproachfully."

ERIE RAILROAD CO.'S SALT LAKE CITY, UTAH, AGENCY.

Jurisdiction as Follows: Utah, Entire State; Idaho, All That Portion Lying South of a Line Drawn East and West Through, but Not Including Grangeville; Nevada, All That Portion Lying East of the Western County Lines of Elko, Lander and Nye Counties, Comprising Over 200,000 Square Miles.

By J. A. Lloyd, Agent, Salt Lake City, Utah.

THE Salt Lake City Agency was established September 1st, 1902, by the appointment of Mr. Frank T. Vincent, as Agent, Erie Despatch. Mr. Vincent was succeeded January 10th, 1911, by Mr. J. A. Lloyd.

Utah is a most interesting state, not only from a tourist standpoint, but also from an industrial and agricultural point of view. Salt Lake City, the capital, is known as one of the most beautiful cities in the United States, and is known by many names, i. e., "The City of the Saints," "The Diamond of the Desert," "The City of Hospitality," "The Center of the Solid West." A new name is coming, which conditions warrant, and it will, from an early date, henceforth be known as "The Inland Wonder"

From a settlement of a few people under the leadership of Brigham Young in 1847, it has grown steadily and rapidly into a city of 100,000 inhabitants, with broad streets, fine homes and office buildings, metropolitan in every respect and situated amid beautiful surroundings, with a most delightful climate.

The scenery in the immediate vicinity is famous and thousands of people come here every year to enoy it. Great Salt Lake, just west of the city, is the objective point of many. On clear days the lake can be seen from the city. Its waters, about one-fourth salt, are of a dark green and as the sun sinks slowly into the west the lake sparkles like a great gem. Bathing here combines pleasure, invigoration and novelty. The waters are so dense as to sustain the human body without effort, and the benefits derived from the absorption of salt through the pores is recognized and recommended by physicians as beneficial to nervous and digestive ailments. A large pavilion erected on the beach contains the largest unobstructed dancing floor in the world. There are also many other amusement features. The beach is reached by electric cars running from the heart of the city.

Temple Square, in the heart of the city, containing the main buildings of the Mormon Church, is another point of great interest. Here is located the famous tabernacle, in which the tabernacle organ is built. It is recognized as one of the finest in the world, and during the summer season daily recitals are given by musicians of note. To the north and east of the city is the Wasatch range of mountains. These mountains rise sheer from the back doors of the city and many of the high peaks are covered with snow the year around. Canyons of great beauty wind their way through these rugged hills and Big Cottonwood Canyon, just east of the city, is said by many to be the grandest in all the west. It is a narrow, steep rent in a great mountain, and any description of its wonderful scenery is inadequate. A road winds its way along Big Cottonwood Creek to Brighton, at the head of the Canyon, where a summer resort has been established and where many residents of the city spend the summer months. Many other attractions combined with those mentioned make this an ideal residence and tourist city. Not the least of these is Yellowstone National Park, which is reached by a night's ride.

A new state capitol building is now under construction, which will cost over $3,000,000. A new eleven-story hotel under construction will give Salt Lake City forty hotels. The Utah Hotel, which was completed two years ago, is considered the best hotel west of Chicago. Salt Lake City is in position to handle large crowds, and is fast becoming a convention city.

All Salt Lake City people are proud of the beauty of their city and its surroundings, but it is not until the story of the resources contributing to its greatness is told, that realization is had of the reason for its rapid and steady growth.

Mining is the industry that leads in the production of wealth that pours into the city annually. In 1912 over $44,000,000 were taken from the hills of Utah, and when it is considered that one-fifth of the mining and smelting operations of the United States are directed from Salt Lake City, many more millions can be added to the figures given. All known min-

erals are found, and Government experts say that only a very small portion of the mineral resources of the state have been developed.

At Bingham, a mining town about thirty miles from the city, is located the largest copper mine in the world. The mining consists of a number of open cuts in the sides of high mountains. The mining is all done with dynamite and steam shovels, and the excavating of 20,000 tons of ore per day is a unique and interesting sight.

The following smelters are located within a radius of thirty-five miles from Salt Lake City: The Garfield Smelting Company, at Garfield; the American Smelting & Refining Company, at Murray; the United States Smelting, Refining & Mining Company, at Midvale, and the International Smelting Company, at International. These smelters have an annual output of lead bullion and copper matte of over 400,000,000 pounds per year, the majority of which moves to Omaha, Chicago, Perth Amboy and Baltimore. There are over 25,000,000 pounds of zinc and smelter by-products that move to Kansas and other western states. The largest of these smelters is the Garfield Smelter, at Garfield.



J. A. LLOYD.

The coal deposits have been estimated by Government officials as 13,130 square miles. There was mined in 1912, 3,088,356 tons, also 347,356 tons of coke manufactured. There are large hydro-carbon deposits from which there are shipped over 1,000 tons per month, moving to eastern points, most of which goes to Germany by way of Galveston, Texas. These hydro-carbon deposits have been estimated by Government officials to be valued at $7,000,000,000.

Oils have been found in the southeastern and northeastern parts of the state. The salt deposits of the western part are considered very wonderful. Salt is found to a depth of several feet and can be mined and cut in about the same way that ice is harvested. The Great Salt Lake produced in 1912 11,716 tons of fine salt and 33,000 tons of crude salt. There were also mined and sold 6,200 tons of rock salt.

Very fine marble and granite in large quantities abound here. Onyx is also found. The state contains the greatest undeveloped iron ore deposits in the United States and with the large coal deposits, there is no doubt that large steel mills will be located here in the near future.

From an agricultural and horticultural standpoint, Utah is fast becoming one of the leading western states. Fruits of all kinds can be grown here, including oranges, figs, dates and such fruits as are grown in southern California. Five hundred cars of peaches, apples, prunes and small fruits were shipped from the state in 1912. There are thirty-two canning factories that use over 200 cars of cans per year. There are also condensed milk factories in the state that ship about 100 cars of condensed milk per year. Utah produced over 18,000,000 pounds of wool in 1912 and 3,000 cars of stock, such as cattle, sheep, etc., were shipped to markets in the east, also Portland, San Francisco and Los Angeles. There were produced in 1912 over 120,000,000 pounds of beet sugar.

Six different railroads enter the city and there is every reason to believe that the Moffatt Road, which is now known as the "Denver & Salt Lake Railroad," will be completed within the next two years. This line will open up the greatest agricultural and mining section of the state, known as the "Uintah Basin." There is also under construction an interurban electric line 57 miles long from Salt Lake City, south. The city has one of the

best car systems in the west, which is owned and operated by the Harriman interests.

Salt Lake City is headquarters for one of the greatest electric power companies in the United States, known as the Utah Power & Light Company, which has placed orders since January 1st, 1913, for over 10,000 tons of material. When its various plants are completed, it will be in position to furnish electric power at very low cost for every known industry.

Idaho is an agricultural and live-stock state. Boise, the capital, is known as the "Biggest Little City" in the United States. There had been expended on irrigation projects at the close of 1912, over $50,000,000, and other projects are now under way which will cost about the same amount.

The principal commodities produced and shipped in 1912 were in carloads as follows: Apples, peaches, prunes, etc., 2,000; seed peas, 200; potatoes, 4,700; wheat, 4,700; hay, 8,400; flour, 2,400; sugar, over, 1,600; wool, 623; live stock, over 15,000.

This traffic originated on the Oregon Short Line Railroad, which is practically the only line operating in Idaho south of Grangeville, and represents a small part of what the people of Idaho claim can and will be done within the next five years.

Large mining properties will be developed in the Thunder Mountain districts as soon as the railroads are built, which will mean smelters and large tonnage to all railroads, including those east of Chicago. There are large quantities of lumber in the northern part of Idaho, which will provide considerable traffic, as soon as railroad facilities now under construction, are completed.

Very little can be said of the eastern half of the State of Nevada, which is under the jurisdiction of the Salt Lake City agency, except that it is a mining and stock-raising country—principally mining. There are several large mines in the vicinity of Ely and Austin, but at present only the mines at Ely are in operation. The product is copper ore, which is handled at McGill. There are produced about 75,000,000 pounds of copper matte per year, which is shipped to various refineries in the east and to Omaha. It is claimed that within the next five years large irrigation projects will develop this part of Nevada and place it in a more favorable situation from a productive standpoint.

The attention of all is called to the fact that the territory under the jurisdiction of the Salt Lake City agency, is in the best of financial and physical condition, especially in the state of Utah, which is destined to be one of the greatest states in the Union, industrially and agriculturally. There is no city in the United States equal in size to Salt Lake City today that is in a better financial condition and it would be a revelation to many to know the prospects of the Erie Railroad in this vicinity, both on east and westbound traffic, for we have many friends here.

VERSES ON "SAFETY FIRST."

Suggested by the framed motto, "Safety First," that I noticed hanging in the cab of the N. Y. S. and W. engine pulling train No. 932.

Although we do not lay great stress,
Upon the speed we make,
You'll find we mostly get you there,
On time, for safety's sake.

Our engineers are skillful men,
Who never get a "thirst."
They're trained to make good time
But then: It's always "Safety First."

If writers were to sing our praise,
Big writers, say, like Hearst,
Perhaps they'd not begin with speed;
They'd mention "Safety First."

Our speed, at that, is not so bad,
It's very seldom cursed;
We carry loads of people, who
Desire "Safety First."

Some grumble at the coal we use,
But its heat will never burst
The boilers of our stocky "hogs,"
So, in coal it's "Safety First."

We'll call some other road the "best,"
Let's call the Erie "worst."
The other road was built for speed,
The Erie "Safety First."

Though the other road pulls in ahead,
The Good Book has it versed,
"The first among you shall be last"
That makes the Erie first.

Chester C. Beggs,
Office Auditor Freight Accounts.

SALT ON THE MOON.

At an address delivered before the Royal Astronomical society in London a new explanation was offered of the long-standing mystery of the bright rays emanating from some of the so-called lunar craters. It is thought that they may be caused by salt efflorescence.—Harper's Weekly.

We seek a lawyer to protect us from our neighbors and a doctor to protect us from ourselves.

THE STOVE COMMITTEE

APPOINTMENTS.

Traffic Department.

Effective September 1, the agency of the Erie Despatch at Cedar Rapids, Iowa, is abolished. The territory heretofore covered by that agency will be under the jurisdiction of Mr. D. L. Porch, agent Erie Despatch, with office 203 Security Building, Davenport, Iowa.

Mechanical Dept.
Mahoning Division.

C. W. Anderson, transferred from clerk to Asst. Foreman Car Department, vice G. W. Kirk, promoted.

H. Hazard, Asst. Foreman Car Department, Riverbed, account of opening ore docks.

J. F. Fitzgerald, Asst. Foreman Car Department, vice T. E. Hart, resigned.

Jersey City.

J. H. Winfield, general foreman at Croxton, vice C. E. Kothe promoted.

Hornell.

A. J. Davis, general foreman, vice C. H. Norton transferred to Huntington.

W. H. Sholl, roundhouse foreman, vice L. J. Malcolm transferred to Salamanca.

Salamanca.

L. J. Malcolm, general foreman, vice A. J. Davis transferred to Hornell.

A MINISTER'S APPRECIATION.

The Reverend Albert Long moved from Cherry Valley, N. Y., to Niagara Falls, recently, and a few pieces of household articles were damaged en route, a claim having been put in to cover same. In a short time the reverend gentleman received a check for the full value of his goods, and this impelled him to write the following letter to Mr. W. F. McGuire, the Erie's agent at the Falls:

Niagara Falls, N. Y., Aug. 27, 1913.

Mr. W. F. McGuire,
Niagara Falls, N. Y.

Dear Sir:

This comes to you as an acknowledgment of the check for $19.50—nineteen dollars and fifty cents—which I received from the Erie Railroad Company per you. The impartial treatment accorded me is admirable, and it is sincerely appreciated. With the best of good wishes for you and the Great Company which you represent,

I am, yours truly,
(Signed) Albert Long.

No 447 Main St.

ERIE R. R. EMP. RELIEF ASSN.

The annual meeting of the Erie Employes' Relief Association will be held at Salamanca, N. Y., on Tuesday, September 16th, 1913, notices of which also convey the following interesting information:

No. of members, Sept. 17th, 1912.3,357
No. of members Sept. 17th, 1913.4,863
No. of men on pension roll..... 53
No. of widows on pension roll... 31
Present collections per month.$6,103.79
Present amount of pension per month $2,556.76
Average pension $30.44
Surplus, July 31st, 1913.....$61,589.05

IT COULDN'T BE DONE.

Somebody said that it couldn't be done,
But he, with a chuckle, replied
That "maybe it couldn't," but he would be one
Who wouldn't say so till he tried.
So he buckled right in, with the trace of a grin
On his face. If he worried he hid it.
He started to sing as he tackled the thing
That couldn't be done, and he did it!

Somebody scoffed: "Oh, you'll never do that,
At least no one ever has done it."
But he took off his coat and he took off his hat,
And the first thing he knew he'd begun it;
With the lift of his chin, and a bit of a grin,
Without any doubting or quibbling;
He started to sing as he tackled the thing
That couldn't be done, and he did it!

There are thousands to tell you it cannot be done,
There are thousands to prophesy failing;
There are thousands to point out to you, one by one,
The dangers that wait for assailing;
But just buckle in with a bit of a grin,
Then take off your coat and go to it;
Just start in to sing as you tackle the thing
That "cannot be done" and you'll do it.

The wrinkles caused by worry are the result of worrying over something that worry could not help.

THE ERIE ROLL OF HONOR

EMPLOYES, WHOSE NAMES APPEAR BELOW, HAVE BEEN AWARDED CREDIT MARKS FOR MERITORIOUS SERVICE.

M. F. Broe, Conductor,
New York Division.

W. Blauvelt, Conductor,
New York Division.

F. Sayre, Engineer,
New York Division.

C. F. Handy, Engineer,
New York Division.

J. J. Coneys, Fireman,
New York Division.

A. Knarich, Fireman,
New York Division.

J. Hartwick, Brakeman,
New York Division.

A. B. Haring, Brakeman,
New York Division.

J. Maskell, Brakeman,
New York Division.

A. Davis, Brakeman,
New York Division.

W. J. Smith, Engineer,
New York Division.

D. C. Trumper, Conductor,
New York Division.

W. D. Hunt, Fireman,
New York Division.

F. A. Lane, Brakemen,
Delaware Division.

S. W. Doane, Conductor,
Susquehanna Division.

J. E. Jenks, Fireman,
Susquehanna Division.

W. Sexsmith, Conductor,
Susquehanna Division.

Seth Palmer, Station Agent,
Tioga Division.

Lee Elgin, Brakeman,
Cincinnati Division.

A. J. Davis, Brakeman,
N. Y., S. & W. Division.

M. F. Broe and William Blauvelt, conductor; F. Sayre and C. F. Handy, engineers; J. J. Coneys and A. Knarich, firemen; J. Hartwick, A. B. Haring, J. Maskell and A. Davis, brakemen on the Northern Railroad of New Jersey Branch of the New York Division, have received recognition for faithful services rendered in connection with a happening that delayed trains. During a recent storm, the high wind blew several trees across the tracks, blocking them against trains. Some of these trees were 18 inches in diameter and too large to move away by human strength. To meet the emergency these employes enlisted the service of the passenger car axes and with them cut the huge trunks in half; then they attached ropes to them and hauled them off the right of way, performing such good work, that in 30 minutes trains were moved and passengers enabled to reach their homes.

A fire occurred at Hillsdale on the New Jersey & New York Railroad and among those who saw it was D. C. Trumper, Conductor. A number of coaches stood nearby and, realizing that they would be destroyed if not rescued, Trumper moved them to a place of safety.

W. J. Smith was engineer of train that stood at Hillsdale when the fire referred to above took place. He joined conductor Trumper in rescuing the coaches.

W. D. Hunt was fireman of train referred to above, of which W. J. Smith was engineer, and he did his share in getting coaches to a place of safety.

F. A. Stone, brakeman on the Delaware Division, discovered a broken flange on C. M. & St. P. car 200865 at "X. J." tower and took proper measures to have car set out.

William Sexsmith, conductor on the Susquehanna Division, while in charge of train 445 found a bunk car at Adrian with door open and swinging out toward westbound track. Instead

of passing it by he stopped and nailed it securely.

Seth Palmer, station agent at Covington on the Tioga Division, discovered a defective draw-bar rigging on car N. Y. S. & W. 7357 in train 124 and took prompt action in reporting same to conductor, who switched car at Blossburg.

S. W. Doane, conductor, Susquehanna Division, has received recognition for faithful service rendered. While on duty he discovered a pile of ties on fire and took the necessary steps to have fire extinguished.

Lee Elgin, brakeman on the Cincinnati Division, while watching out for possible trouble with the equipment of his train, discovered a broken arch bar on D. & H. car 20131 and had car cut out of train at Kent, O., which may have saved an accident.

J. E. Jenks, fireman on the Susquehanna Division, was studying the company's interests when he discovered ties burning at second bridge west of Great Bend and took the necessary steps to have same extinguished.

Oscar J. Davis receives recognition for reporting a broken flange on Erie car 42,478 at Rinkers, Pa., on the New York, Susquehanna & Western Division, car being switched for application of new wheels.

OBITUARY.

Thomas R. Teillott.

Thomas R. Teillott, a war time conductor on the Erie Railroad and widely known, is dead here, aged eighty-nine years.

He ran an Erie powder train during the civil war, being one of that road's conductors for twenty years. Later he operated part of the Ontario and Midland and was for a time superintendent of the Pittsburgh, Lake Erie and New Castle road. He was a second cousin of the late Henry Flagler, the Florida railroad builder, and also of Ezra Cornell, founder of Cornell University. He leaves a widow and son.

John Henley.

Port Jervis, New York, lost one of its oldest and most highly respected citizens, when, on August 13th, John Henley passed away.

At an early age Mr. Henley came to Port Jervis and later became an employe of the Erie Railroad, always being a thoroughly trustworthy man. From Port Jervis he was transferred to Deposit, later returning to Port Jervis. He was not only one of the best known among the Erie employes in his home town, but one of the oldest, as well.

AS TO SERVICE STRIPES.

A correspondent writes to ask this Magazine to put him straight in relation to which of the Erie station employes is entitled to wear service stripes on the left sleeve of his uniform coat.

Investigation shows that on September 23rd, 1911, instructions provided for stripes on agent's uniforms, only. On October 2nd, 1911, instructions were issued that men who had been 5 years in station service in the aggregate, were entitled to one stripe. This referred to agents only.

On October 2nd, 1911, authority was given to allow stationmaster at Buffalo to be included on the list.

Instructions were also issued including station masters at Jersey City and 23rd Street, New York, account of their service, but no orders have been issued to date covering night stationmasters.

TALE OF THE LONESOME LINE.

Runaway train dashes into bumper on the Erie Railroad.—News Item.

I glanced at the paper, and on the front page,
Among motor car killings and scandals,
Political news and sensational views
Of diaphanous dresses and sandals,
I saw an account of a railroad smash-up
That I read till my eyes became bleary,
For my mind failed to grasp what I read with a gasp—
Of a runaway train on the Erie!

I've read of disasters on land and on sea
And all recent events you might mention,
From the great Johnstown flood to the shed-
By which Mexico courts intervention.
Tho' impressed by the feats of the only T. R.
And the dash to the North Pole by Peary,
I can never believe that a man could conceive
Of a runaway train on the Erie.

Commuters who part from their dear ones at home,
Should in future be watchful and wary,
Or they'll get a surprise that will open their eyes
On their trip through the Hackensack prairie.
They must never alight for a drink or a smoke
As they do when the trip becomes dreary,
Or it's sorrow they'll sup, for it's hard to catch up
With a runaway train on the Erie.

JAMES W. McGEE, in "New York Times."

The Erie Railroad has transported during the past ten years 303,580,752 passengers without loss of life or limb.—Editor.

INCREASED EFFICIENCY A RAILROAD SLOGAN.

By W. J. Cope, Office Supt., Mahoning Division.

AN ARTICLE appeared in a recent publication under the caption "Having Eyes That See," which furnished some very interesting reading. Among others were the subjects "Safety," "Courtesy," "Loyalty" and the "Saving Habit," suggesting that each employe of a railroad appoint himself a committee of one who, Having Eyes That See, observe what is going on about him, report improper conditions, make suggestions and in every other way consider the railroad business in the same light that he regards his own private affairs. Result: Increased efficiency, which is one of the most important factors at the present time, due to increased authority of national and state commissioners, leaving increased efficiency as the only means through which economies may be practiced.

Safety, Economy, Courtesy and Loyalty should be borne in mind with our daily duties. In what can be termed a model office, the following was actually noted on a recent inspection (no one knew at the time, for what purpose the visit was made) in connection with the Saving Habit:

Clerks arriving fifteen minutes before time to open the office, commenced their work instead of reading the paper until 8 o'clock.

Typewriters—all company property—oiled and cleaned before starting to work.

Chief clerk stepped out of the office a few minutes, and instead of clerks visiting, throwing paper, snapping rubber bands, etc., all kept right along with their work.

Electric lights all turned out, instead of half of them burning on a bright day.

Clerks all working at quitting time, five o'clock, instead of stopping at four thirty to get ready to start home at five.

Blank scrap paper used for figuring and writing memoranda, instead of using printed letterhead or printed blanks.

Pencil holders used for stubs of pencils, instead of wasting them three-fourths used up.

File clerk saving pins taken from file papers being destroyed.

One clerk desiring to leave a half hour early in the evening worked a half hour at noon.

These are only a few of many, many little savings to be practiced; each in itself may appear trivial, but in the aggregate mean a great big item to the Company.

IF YOU DO NOT KNOW.

Niagara Falls Booklet, issued by this Company, contains the following information under heading "Interesting to Know":

Height of American Falls, 167 ft.; contour, 1,060 ft.

Height of Horseshoe Fall, 158 ft.; contour, 3,010 ft.

Estimated volume of water passing over both Falls, about 15,000,000 cubic feet per minute.

Average recession along whole contour Horseshoe Falls, about 2 4/10 ft. per year.

Drop in River from Buffalo to Upper Rapids, 10.36 ft.; from Upper Rapids to Brink of Falls, 49 ft.; drop at Falls, 167 ft.; from below Falls to Lower Rapids, 99 ft.; from Lewiston to Lake Ontario, .6 ft.; total fall in River from Lake Erie to Lake Ontario (distance of 37 miles), 326 ft.

Upper Steel Arch Bridge, 1.240 ft. long; 47 ft. wide; 190 ft. high; length of arch, 900 ft. Opened to traffic July, 1898.

Lewiston and Queenston Bridge, 840 ft. long; 29 ft. wide; 60 ft. high. Opened to traffic July, 1899.

Whirlpool Rapids, current at this point about 27 miles per hour, depth, 150 to 200 ft.

Whirlpool covers 60 acres, depth unknown.

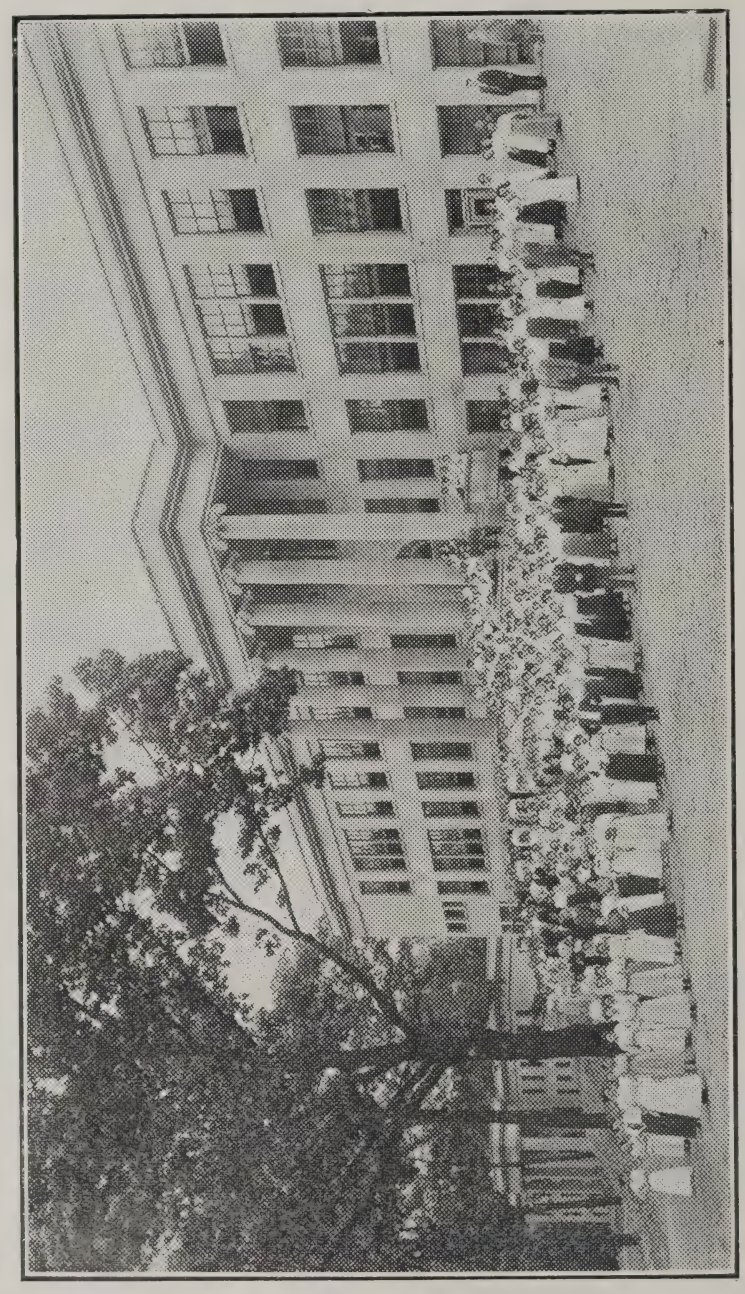
Power House (American Side), Niagara Falls Power Co. Capacity, 100,000 h. p.; generating 100,000 h. p.

Niagara Falls Hydraulic Power & Mfg. Co. Capacity, 130,000 h. p.; generating 110,000 h. p.

CONSERVATORY LIVING ROOM.

A happy idea in house construction, says "Country Life in America," is the new plan of combining conservatory and living room. The idea has possibilities, both for the elaborate mansion and the modest cottage. Ferns, flowers, easy chairs and abundant sunlight make the conservatory living room an apartment that radiates beauty, cheerfulness and comfort.

Any girl is apt to think a fellow's heart is in the right place if it's in her keeping.



BEAUTIFUL STATE NORMAL SCHOOL AT KENT, O., OPENED DURING THE PRESENT YEAR. (See Page 417.)

THE KENT NORMAL SCHOOL, KENT, OHIO.

THE Kent State Normal School was established by the act of the Legislature May 10, 1910.

School opened in 1913, and the enrollment in the various classes conducted by the school during the year, reached the total of 1,337. This enrollment for the initial year is perhaps unequalled. It furnishes conclusive evidence of the demand for a State Teachers' School in northeastern Ohio, and gives promise that this Normal School will rapidly become one of the largest and strongest in the country.

The buildings and equipment are in keeping with this expectation. The Legislature has already provided $400,000 for this purpose—enough to complete four large buildings and a heating and lighting plant.

The Women's Dormitory, with its special study rooms, sanitary kitchen and attractive dining rooms, with a seating capacity of two hundred fifty, is an ideal home for students. Recitation hall with thirty well-lighted, well-ventilated recitation rooms, is a model building of its kind. The Administration Building, in addition to offices for administration, includes a splendid library with reference room for a thousand students and shelf room for 50,000 volumes; also an up-to-date, fire-proof auditorium with a seating capacity of 1,600. The Agricultural and Training Building makes ample provision for the laboratory sciences and the Practice School.

The school will furnish the best possible instruction in all fields of the teacher's work. The faculty in charge of the 25 departments have been chosen with great care, and rank with the best to be found in any technical school of University grade.

In addition to various elective courses to meet every possible need of teachers for the elementary schools, strong special courses are provided in: 1, Agriculture; 2, Public School Art; 3, Public School Music; 4, Physical Education; 5, Manual Training; 6, Kindergarten—Primary.

The demand from superintendents and boards of education for teachers during the last year has been much greater than the school could supply.

The city of Kent is situated almost in the center of the Northeastern Ohio Normal School district, in Portage County, on the watershed from which the streams flow northward to Lake Erie and southward to the Ohio River. A more beautiful or healthful site for a normal school could not be found. From the wooded hill, surrounded by eighty-four acres of rolling campus, the buildings command an uninterrupted view for many miles of the beautiful valley of the Cuyahoga River.

These ample grounds, half of which are covered with heavy woodland, within the edge of which the buildings are located, bring the students close to nature and furnish an unequaled opportunity for experimental work in gardening and agriculture, and for field work in the natural sciences.

ERIE SUMMERLAND.

There are places calm and cool,
Where the shady, placid pool,
Invites the eager angler's line and hook.
You can find them mighty easy,
Spots attractive, bright and breezy—
Take a peep at this year's Erie Summer Book;
And therein you'll find the reason,
Why throughout the heated season,
The people throng our trains—you'll understand,
Why from June until September—
'Tis a sight to long remember—
Thousands wend their way to Erie Summerland.

Now our Jersey City station,
Is a spot in this great nation,
Where you'll stand and wonder as the crowds go by,
How the trains can ever carry,
Bill and Tom and Dick and Harry,
And the rest that seek the country's azure sky.
But, just take a train and travel,
And the mystery you'll unravel,
Of the crowds that throng our trains—you'll understand,
Why from June until September,
'Tis a sight to long remember,
Thousands wend their way to Erie Summerland.

By the gliding Delaware,
You may drive away all care,
While you watch the rippling water's course unfold;
Or, the green-clad hills you view,
As you drift in your canoe,
O'er a lake whose bosom mirrors sunset's gold.
Here is Nature's full perfection,
And you'll know, upon reflection,
Why the people throng our trains—you'll understand,
Why from June until September,
'Tis a sight to long remember,
Thousands wend their way to Erie Summerland.

So to you who haven't seen
This great land that smiles serene,
We extend an invitation most sincere,
That when planning your vacation,
You'll give due consideration,
To a trip to this, the region without peer.
For we know if once you come,
You'll return and bring your chum,
With the throngs that fill our trains—you'll understand,
Why from June until September,
'Tis a sight to long remember,
Thousands wend their way to Erie Summerland.

TOTAL SERVICE 490 YEARS.

The picture above shows a group of old Mahoning Division employes, the youngest of whom is 63 years of age and the eldest 85 years. The total term of service of the group foots up 490 years.

This is a remarkable aggregation of bread-winners, each of whom performs his allotted share of work in the department of the service in which he is employed.

As the shortest term of service rendered by any man shown in the group is 38 years and the longest 49 years, the fact is pertinent that there must be some bond of kindly feeling existing between these men and the Erie Railroad Company, that makes them



MAHONING DIVISION VETERANS.

Reading from left to right top row: Frank Laman, Toolroom Attendant, age 71, 46 years; George Armstrong, Laborer, age 64, 39 years; Danile Postance, Loco. Tool Insp., age 69, 46 years; George Westall, Labor Foreman, age 63, 44 years; C. M. O'Sullivan, Storehouse Man, age 65, 41 years; T. J. Walsh, Machinist, age, 66, 49 years; Jacob Baughman, Storehouse Man, age 76, 47 years.

Sitting, from left to right: George Ryder, Machinist, age 73, 49 years; John Cline, Laborer, age 75, 38 years; John McDonnell, Laborer, age 85, 47 years; Wm. Casserlie, Laborer, age 69, 44 years.

cling to their positions at a time in their lives when most men are unfit to toil.

The Erie Railroad Company, always proverbial for its liberality in issuing free transportation to those entitled to that courtesy, until an enactment of law made that rule prohibitive, is now showing its appreciation of the loyal service performed by its men by giving all who have been on the pay roll for 35 years or over, an annual pass for themselves and wives. There are quite a few men who have been with the Company 35 years and over, but they get the annuals just the same. All in the above group hold annuals, which include their wives.

One of the men in this group—the fourth from the left in the back row—is George Westall, a 44-year man. Mr. Westall is correspondent for this Magazine at the Cleveland shops and never yet failed to send in his allotment of interesting items and longer articles, as well. He is one of the fiercest fighters for the Erie Railroad on the road, all of which may be seen by reading the following account of the old-timers appearing in the above group, which was written by himself.

Cleveland, O., Shops, August 8th, 1913.
Editor, Erie R. R. Employes Magazine,
Dear Sir:

I enclose you a group picture of all the veterans in the Mahoning Division Mechanical Department who were honored with an annual pass for themselves and wives, through the courtesy of our officials. We have all been in the Company's service over 35 years.

The combined ages of the boys is 776 years on their last birthday. The total combined years of service from April, 1913, is 490 years. We have all stuck to the Erie from boyhood, which our records show, and now when we are getting old and feeble the Erie is sticking to us.

We are well and hearty and you will find us on the job every working day. It is a great pleasure to us to have this inserted in the Erie Railroad Magazine, for the benefit of the younger employes who are on the Erie to-day, and more especially the rising generation, which is fast growing up and taking our places with this progressive railroad company, and their services are and always will be appreciated when Father Time overtakes them all.

On behalf of my associates and co-workers I wish to express our sincere thanks to J. A. Boyden, Master Mechanic, for the interest he has taken in our welfare, and the voluntary assistance he gave and information granted us; also the arrangements he made in getting us together for the taking of our picture.

Yours truly,
Geo. Westall,
Labor foreman.

There never was a better evidence of the attitude of the old men of the Erie toward the Company. One paragraph, in particular, that appears above, is worth repeating, because it sounds the keynote of the situation, as coming from a group of men who know from experience just what the Erie Railroad has been as their friend.

This is it.

"We have all stuck to the Erie Railroad from boyhood, which our records show and now, when we are getting old and feeble, the Erie is sticking to us."

It wouldn't be good fo rsome office holders if killing time were punishable by hanging.

YOUNG ERIE ENGINEER.

Among the engineers that run on the Buffalo Division, is Edward P. Gangnagle, who is affectionately referred to as a "youngster."

His picture is presented here in order to show that he wears what is familiarly referred to as the "non erasive smile." Edward is a man who is well thought of by the boys, because he is always in good humor.

This Magazine has published a great many pictures of old-timers and now takes pleasure in publishing the picture of one who has still to pass many mile-posts on life's journey, before he can knock for admission at the portal of the rendezvous where assemble the dear old boys who love and fight for the Erie.



EDWARD P. GANGNAGLE.

The above picture shows engineer Gangnagle attired in his cab suit and cap, with oil can in hand about to lubricate the joints of his favorite steed before hooking up for a run on the road, many of which he has made with credit to himself and to the satisfaction of the Company.

MEETING OF A. & G. W. VETS.

The annual meeting of the Atlantic & Great Western Veterans, took place at Lake Brady, Kent, Ohio, on Saturday, August 23rd, and was largely attended. The day was fine after their own fashion. As George Westall, the Cleveland shops veteran wrote—"Everything passed off without a hitch."

George provided a paper which was read before the meeting and it elicited much favorable comment. He is the real "Candy Kid" with the pen.

The officers elected for the ensuing year are: President, J. B. Miller, Kent; Vice-President, C. N. Thorp, Cleveland; Secretary and Treasurer, W. E. Nichols, Meadville; Board of Directors, George E. Hinds, E. J. Williams, L. N. Kaw, Kent; M. A. Rickseeker, Galion; W. L. Wright, Dayton.

The membership is 980. Twenty passed away during the last year.

A letter of regret at not being able to attend, was received from Governor J. B. Cox of Ohio. A rousing vote of thanks was given the committee on entertainment, for the excellent program furnished. The Hon. J. J. Shanley, the Erie's veteran operator and member of the Ohio Assembly, represented the Mayor of Kent in the latter's absence and did the honors in a way that can be appreciated only by those who know of Mr. Shanley's versatility.

Following is the

PROGRAM.

The call to order by President M. A. Ricksicker.

A selection by the orchestra.

Address of welcome by Hon. J. J. Shanley, Sr.

Report of Sec.-Treas. Nichols and reading of communications.

Selection of place for next year's reunion.

Election of officers for the ensuing year.

Vocal solo by Miss Mary Armstrong, a grandchild of a Kent shop employe.

Poem, read by Scott O. Hathaway, A. & G. W. lumber man.

A climax of harmony by the orchestra.

Reading by Miss Winifred O'Neil, a granddaughter of the "right of way."

"Stove committee" reminiscences by J. B. Miller, to whose worth the badges testify; President Ricksecker, the irrepressible, and Vice-President Eckert, the philosopher of the rail.

When these three gentlemen have concluded their remarks or are flagged, the assemblage will adjourn to the hotel spacious dining hall where a sumptuous repast will be

and the old boys enjoyed themselves served, during which the orchestra will discourse most appetizing melodies.

Kent's sacred mementos present and past,
Are by keyless lock in her heart secured fast,
The "open sesame" to which is the word broadguage,
In her history that word dominates each page.
Its first president on her, his name bestowed,
The glories she prides in she owes to that road,
And when the old guard comes on Aug. 23
To welcome and honor them she'll more than glad be.

S.

RAILROAD MEN'S IMPROVEMENT SOCIETY.

What It Is and Is Doing—Its Aim.

YOU are aware that there are many lawyers' societies throughout the country. Likewise, that the town which cannot boast of a medical society must be a small one, indeed. Everywhere there are societies of mechanical, electrical, structural and civil engineers, architects and dentists. Knowing that the members of nearly every profession are united in some society, does it not seem strange to you that the profession having more men interested in it than any of the others—the profession of railroading—should well nigh be neglected in this regard?

The term "Profession of Railroading" is not a figure of speech. To say the trained man, skilled as he must be, employed in a supervisory capacity by one of our railroads, is a professional man, is the only way fittingly to describe the immense amount of responsibility he must shoulder.

Those who have often wondered why such a society was not existent, are offered the opportunity to become identified with

The Railroad Men's Improvement Society.

Founded in 1908, and Prosperous.

Our Aim.

The Railroad Men's Improvement Society is not a labor society; neither is it conducted in the interest ot the employes of any one railroad. Its one aim and purpose is to increase the efficiency of its members and their value to the railroad with which they are connected, and to encourage the interchange of views and ideas. Hence its slogan: "The Synonyms, Brains—Success."

Incidentally, it is the purpose ot the society to enlighten its members as to the "reason why" for many of the most-talked-of railway operations, and to qualify them to talk intelligently and diplomatically to a complaining public.

Our Method.

Meeting are held twice each month. At these meetings notables in the public eye and officers prominent in the railroad world address the members.

Following is a partial list and the subjects of the prominent men who have addressed the Society:

Synopsis of Papers Presented at Meetings.

Mr. David Bosman, vice-president and secretary, Erie Railroad, "Railroad Securities;" Mr. J. Purroy Mitchel, Collector, Port of New York, "Marginal Railways;" Mr. W. F. Allen, general secretary, American Railway Association, "What Time Is It?" Mr. R. C. Harrison, assistant to President Board of Aldermen, New York City, "New York State Regulation of Railroads;" Mr. C. E. Chalmers, general attorney, Second Ave. Ry., "Organization of Railroads;" Mr. G. N. Orcutt, general attorney, Erie Railroad Co., "Some of the Legal Rights and Obligations of Railroad Companies;" Mr. M. P. Blauvelt, comptroller, Illinois Central Railroad, "Railroad Securities;" Mr. W. J. Harahan, president Seaboard Air Line, "The Commercial Side of the Railroad Business;" Mr. W. C. Hope, general passenger agent, Central Railroad of New Jersey, "Developments, Methods and Characteristics of the Passenger Business;" Mr. Travis Whitney, secretary, Public Service Commission, "Public Regulations;" Mr. F. L. Stuart, chief engineer, Baltimore & Ohio Railroad Co., "Constructing and Surveying;" Mr. G. O. Waterman, Treasurer, Central Railroad of New Jersey, "Treasury Transactions of a Railroad Company;" Mr. F. S. Holbrook, chairman Official Classification Committee Trunk Line Association, "Classification of Freight."

It is not possible to estimate the benefit the members derived from the lectures of these eminent men. They were enlightened on divers subjects and their viewpoint broadened. The talks at each session are a boon to intellectuality.

A general discussion between the speaker of the evening and the mem-

bers present closes each lecture, the lecturer answering questions concerning points developed in his talk and giving any other information or advice requested. Railroading is not the only topic discussed. The subject is optional with the speaker, though transportation problems, form the basis for most of the talks.

Each lecture is printed later in pamphlet form and distributed among the members. The advantages of this are at once apparent. The member who has heard each lecture during the season may have his copies of the lectures bound, and thereby possess a handy volume of up-to-the-minute information, which is constantly available; and the member who finds it impossible to attend all of the meetings receives his copy of the lecture and is able to keep up with the work of the society, as though he had attended each lecture. Because of this feature, members of the Society living outside of New York City are not handicapped by reason of their inability to attend regularly.

The Lecture Committee have a treat in store for the coming season, including speakers prominent in railroad, municipal and educational circles. The program is abundant with fine things. The best ever!

Our Restrictions.

Membership is restricted for the members' protection. Those who are employed in a supervisory capacity in any department of a railroad or common carrier are eligible to membership. An applicant otherwise engaged may be accorded the privilege of joining the society, at the discretion of the Membership Committee.

Our Meetings.

Being more convenient for the majority of the present members, meetings are held at 6 P. M. on the second and fourth Thursdays of October, November, December, January, February, March, April and May, at 143 Liberty Street, New York, in the rooms of the Trunk Lines' Association.

The policy of the society is broad, so that, if at any time the best interests of a majority of the members will better be served by changing the location or hour of the meetings, such changes will be made.

Our Dues.

The nominal fee of fifty cents per month is charged during the eight months of the lecture season and is devoted to the payment of expenses incurred in running the Society, i. e., printing, stationery, postage, etc. Last season the Society was so prosperous that no dues were collected during April and May.

Our "Escapades."

"All work and no play makes Jack," etc. The members of the Railroad Men's Improvement Society early realized the truth of this old adage, and decided that a little diversion was needed during the long season, lest perchance they all become "dull boys."

Accordingly, an annual dinner is held—last season at the Hotel St. Denis on March 8th—for members and ladies. This affair was quite a social success. A smoker-banquet is also enjoyed, aptly termed "Commencement Exercises," being held on the last meeting night of the season. This latter affair ranks with the former—old friend "Mr. Goodfellow" reigning supreme and driving dull care away.

Our Emblem.

You will find our emblem on the cover of our pamphlet. Study it. Familiarize yourself with it. Don't misconstrue it to be a badge of a fraternal order. It stands for much more—the intellectual uplift of the men worth while in the railroad profession, and, because of that, conveys its own message.

Our Invitation.

Power means "Quality" as well as "Quantity" membership. Rather than swell its membership rapidly and carelessly, the Railroad Men's Improvement Society has elected to apply the aforementioned restrictions.

The mere fact that you have read this far is evidence that you are interested in the work of the Society. Therefore, please accept this as a cordial invitation to submit your application for membership. It should please you to take advantage of this opportunity to enter such an organization.

At all events, do not hesitate to drop in "among us" at any meeting. You will find a spirit of welcome pervading the place and will be glad that you have had the opportunity of meeting our members. We feel that such a call will be to our mutual advantage.

Officers, 1913-1914—W. J. Moody, chairman; J. B. Curran, secretary; Charles McCloud, treasurer.

Plan and Scope Committee—Chair-

man, J. F. O'Keefe ;H. Norris, W. L. Betz.

Lecture Committee — Chairman, A. N. Dugan; E. R. Porch, B. A. Van Tassell, R. R. Harrison.

Membership Committee—Chairman, J. G. Austin; R. M. Forrester, J. J. McGovern, W. V. Kennedy.

Entertainment Committee — Chairman, C L. Chapman; J. Hotaling, T. J. Stapleton, B. J. Markwell, J. H. Geary, F. L. Ayres.

Publishing Committee — Chairman, L. V. R. Clum, H. M. Clawson.

PIECE-WORK VERSUS DAY-WORK.

By F. W. Bowers,
Foreman Painter, Shops, Kent, Ohio.

SINCE the introduction of the piece work system in railroad shops, naturally the question sometimes arises as to which is judged to give the most economic and satisfactory results, the rate per hour paid, or the piece-price paid system, in performing shop operations?

Granting that the piecework system has some faults, among which is the incentive for some workmen to slight the work and selfishly proceed upon the theory, that anything is good enough as long as it passes inspection and enables them to earn a large wage rate, the fact nevertheless holds true, that, that it is the only real modern and profitable method by which to conduct shop operations, employer and employe being considered alike.

The question also arises, Does the quality of the work deteriorate under the piece-work system? To which may be the reply, "Not any," provided an adequate and rigid inspection is enforced. No shop can long sustain its reputation for the quality of its output, minus an exacting system of inspection, and for that matter, can the shop be conducted on a day rate basis, or plan?

The price arranged for the operation to be performed, should be just and fair enough to realize the skilled worker or operative of a machine, an increased rate over the regular day rate, as a reward for the skill and energy; also for the increased amount of work he has performed, which, of course, give more productive results to the company and the employe, alike.

Increased output at a decreased cost over day work, is precisely the aim and scope of the piece-work system, and in assisting output, he is not selling output, but the skill and ability to create the same. More and more is this fact gaining currency among employers, and more and more is the piece-work system adopted in all modern shops.

Another praiseworthy feature of the piece work over the day work system, once fairly worked out and put in practice is, that the same creates and fosters a sense of partnership, between employer and employe, in which the interests of one becomes recognized as the interests of both.

The individual workman becomes undeniably the man of business, having certain specified business aims and purposes, along with a sense of responsibility, which leads to clearer thinking and more intelligent concentration of energy.

The best recommendation to be offered in behalf of piece work is that men that have once been benefited by it, are opposed to its abandonment. As a matter of fact, in shops where same has been in practice, it is extremely difficult to hold workman, even for a brief time, upon an hour or day rate basis.

It has been our experience to observe, in some interesting instances, the transforming power of this system, when applied to a day workshop. The apparently aimless, purposeless, watch-the-clock worker, electrified into the wide-awake, ambitious, energetic and not-afraid-of-work mechanic, with a surprising capacity for doing things in the quickest possible way and doing things amazingly well, the chronic boss and work-dodger, the habitually "tired" man seeking to live solely upon unearned production, and the drone in the busy hive of industry, is forced to surrender and become an actual breadwinner, or beat a rebellious retreat in the presence of the piecework system.

The basis upon which piece work comes, compared with day work, is, that every employe is an active contributing force to the total productive capacity of the shop or factory. There is absolutely no "deadwood" in the thrifty tree of piecework.

As before stated, when fairly and honestly adjusted and enforced, the

piecework system offers increased efficiency in the department at a minimum cost and increased profit to all parties to the contract.

POPULAR YOUNG MACHINIST.

Among the very efficient young machinists at the big Frank Tuma machine shops at East Buffalo, is one Benjamin Reinbold, who is a warm personal friend of the cartoonist Fred Piske, the latter being clerk to the road foreman of engines, a poet and correspondent of this Magazine at the aforesaid Tuma plant.

Piske says his friend Reinbold, when off duty, goes in but one direction and that is out Sycamore Street-



BENJAMIN REINBOLD.

way. One night, while the moon was not shining, Ben was going it quietly along that street when he saw something that he thought was a ghost. It turned out to be one Dan Cupid and he pitched into Ben and gave him an uppercut under the heart, the effects of which will remain until he soon becomes a benedict.

As to Piske he is no "second story" man, but without the knowledge of Ben he procured the above photograph and sent it to the Magazine, asking that it be reproduced with this sketch, which he would have Ben believe the Editor wrote, although Ben doesn't.

There is one thing sure, and that is Ben will be the most surprised employe at the Tuma plant when he picks up the Magazine and sees this. Then there will be fun up in the cockloft where Piske pulls off work for the road foreman of engines.

LOYAL MAN AT CROXTON.

Another faithful employe of the Erie Railroad is. William J. Pierce, who is employed as roundhouse foreman at Croxton, N. J.

A friend of his, who is one of the boys at the Jersey City machine shop, presided over by Professor James, has furnished the following biographical sketch, which is one that any man would be justified in being proud of.

Mr. Pierce entered the service of the Erie Railroad Company at Hornell Shop, N. Y., in October, 1891, where he worked for two years as machinist, and was transferred to roundhouse as roundhouse foreman, and served in that capacity for four years and a half. From roundhouse foreman he served six years as machinist in the erecting shop at the same point.

Mr. Pierce is now serving as roundhouse foreman at Croxton, and his



WILLIAM J. PIERCE.

valuable services are appreciated by reason of the intricate problems which are being handled at that point.

Twenty-five years of service and principally in the roundhouse, fits Mr. Pierce admirably for the position he now holds. We wish him all possible success in the future.

If you have anything to say to a mule, better say it to his face.

From Correspondents Along the Line

DELAWARE DIVISION.

Henry Strader, a recently retired Delaware Division Conductor, has located on the Pacific coast—the result of a pleasure trip on which he started. that he got no farther than California.

H. L. Hoffmire, Erie detective at Susquehanna, has resigned. The vacancy is, at this writing, as yet unfilled.

H. M. Space, a former Secretary of the Susquehanna R. R. Y. M. C. A., recently spent the night with the Association.

Messrs. A. C. Clark and D. A. More, of the Signal Department, were recent callers.

News reaches our ears that Mr. H. Tingley Hartt, formerly of this office, is soon to be married. The congratulations of the office are cordially extended. Mr. Hartt is conducting some very successful experiments along the lines of agriculture on his farm, a short distance from Susquehanna.

Mr. F. Bridge, Signal Supervisor, spent a two weeks' vacation at his home at Elkhart, Ind.

R. F. MacFarlane, Telephone Inspector of the Delaware Division, has accepted a like position on one of the western divisions.

F. J. Keyes, Automatic Signal Maintainer at Susquehanna, left with the department now engaged at installing the automatics on the west end.

Telephone Inspector B. R. Ticknor, was confined at his home for several days with what he tried exceedingly hard to develop into appendicitis. The ailment was, however, proven to be nothing more than a severe "tummy" ache, which was quickly relieved with the aid of that infallible remedy. for generations—the hot water bottle. "Bert" is now on the job, as well as ever.

EMPLOYMENT BUREAU NOTES.

Miss Lillian DeVere has been visiting friends at Elmira, N. Y.

Miss Florence Mae Kendall spent her vacation at Springfield, Vt.

Miss Mae O'Connor enjoyed the sea air and bathing at Long Branch during her vacation.

Miss Mildred Greene passed her vacation around Paterson and making various trips.

Miss Roberta Schlosser visited with friends at Rockaway Beach.

Chas. Dale and Percy Wilde passed the second week of August at Greenwood Lake.

Miss Eliza Howe is visiting relatives at Honesdale, Pa.

Miss Matilda Haas is at Narrowsburg, N. Y., for a couple of weeks.

BUFFALO MACHINE SHOP.

Henry Kreitner and wife visited New York, Coney Island and other places of interest. Mr. Kreitner reports having had a most enjoyable trip.

Mr. Wm. Leid, supervisor of locomotive operation, and Mr. M. P. Healy, road foreman of engines, attended the Traveling Engineers' Convention recently held at Chicago, Ill. Both report a very pleasant and interesting trip.

It is with much regret that we announce the death of Mrs. Halbleib, mother of Frank Halbleib, clerk at this shop, which occurred on July 29, 1913, at her late residence in Genesee street. A suitable floral piece was sent to her late home by his office associates and fellow workmen. We extend our sympathy to the bereaved ones.

In behalf of Frank Halbleib, we take this opportunity of extending his sincere thanks and appreciation for the beautiful floral piece contributed by his office associates and fellow workmen during his sad bereavement, as he deemed it the best way to bring this before all concerned.

BUFFALO CAR SHOP.

An amusing incident occurred a short time ago to one of our employes, Mr. C. Dietchler, Mill Operator. Mr. Dietchler is enjoying the benefit of a pass lately issued for long service. Mr. Dietchler left Buffalo on August 15th for a visit to Chicago where he had not been for 32 years. Mr. Dietchler is noted for his long memory, general ability and understanding—that is, if he does not go beyond Tonawanda. A certain gentleman met him at Marion, Ohio, and recognized him and asked him where he was going. He answered, "Chicago." This friend of his said, "For the love of Mike get out of this, you're on the train for Tonawanda." He placed him on the right train for Chicago and tagged him "This side up with care for Chicago, Ill." He arrived at Chicago O.K., and visited "Hinki Dink" and said Isa Bibble.

There certainly will be a warm reception for him when he returns.

H. Schaefer is adding an addition to his already beautiful home on Hillside Ave. Some class to Hugh.

We are getting ready to entertain the old Erie employes that will visit us during the Perry Week and believe us, Buffalo will be some place then.

Mr. F. Lubi entertained about ten of his Blacksmith friends at his home last Sunday, August 17th.

Geo. Goldsmith has returned from his vacation looking hale and hearty. He inspected quite a few fire teams while away, expecting to do better with the Buffalo Car Shop fire team next year.

Frank Harrington, Pass. Car Carpenter, is some bike rider. Old style pedals, about 8 miles morning and night from Lackawanna, doing the distance in twenty-five minutes. That's going some for Frank.

Otto Truhn, Cap't Fire Team, says we are getting nearer, we will land that Trumpet yet.

Hank Auer, Foreman Storeroom Gang, is spending his vacation at Crystal Beach. Hank is very popular with the ladies and in great demand for dancing, bowling and swimming, mostly swimming as instructor to a host of young ladies. He is wondering if his dough will last and wishing he had more of the elastic currency.

Did you see Lawrence Schwab's new Bushby? Some gink this Schwab.

We will tell you all about C. Krause and Tom Oliver's fishing trip next month.

We are under the impression that Mr. J. Fitzgerald, of Rochester, was presented with a handsome traveling bag by one of his friends that had passed through Buffalo on an immigrant special.

Our esteemed friend, Fred Dittmar, is firing away on a slide trombone. Fred says all the neighbors kick. We can't understand why.

A very agreeable surprise in the way of annual passes was tendered by the Erie officials to some of the men at the Buffalo Car Shops, on account of the very long service of these men on the Erie Railroad. This pass is more highly appreciated from the fact that their wives are included in this act of consideration. The following men whose names are here mentioned are the recipients of the Erie's generosity: J. Healy, foreman Maintenance of Way; Geo. Prufe, Machinist; Geo. Rexinger, Machinist; C. Dietchler, Mill Operator; R. Olivery, Carpenter, Pass. Dept.; A. Downey, in charge of casting shed; P. Schitz, Doper; J. King, Sweeper. These men appreciate this kindness very much and consider that they are highly honored in the selection. They take this means, through the Erie Magazine of thanking the Erie officials for their kindness and courtesy.

It is with the deepest regret that we have to record the passing away of one of our old, tried and true friends, Mr. S. McDowell, who passed away from all troubles and sorrows on the 16th of August. Mr. McDowell passed away very suddenly at his residence, No. 359 Rhode Island St., Buffalo, N. Y. Mr. McDowell was very highly respected by his fellow-workmen and, in fact, by all that knew him. His professional abilities as an Interior Decorator were perfect and his work on canvas and in oil painting were superb, as many a mute testimonial of his ability hangs in many a home of the Erie Employes. He was the soul of honor and once he had gained a friend he used every endeavor to retain the friendship. His loss is felt very greatly by his shop mates, the painters, as they all thought the world of "Sam." He was a constant and steady worker. He had two aims in life, his family and the Erie. Too much praise cannot be mentioned in regard to Mr. McDowell. The painters headed by Mr. H. A. Polhemus subscribed for a very handsome floral piece in shape of a scroll, with the Erie Diamond in the center. All of the older Erie Employes at the Erie Car Shops know Mr. McDowell well. We all extend our heartfelt sympathy to his bereaved widow and family. Mr. McDowell was a member of the Painters' Union and the Marine Lodge of Odd Fellows.

Private car 996 has left the Buffalo Car Shops, a splendid piece of railroad ingenuity and a credit to all concerned. All the latest electrical effects and the interior decorations were perfect and very pleasing to the eye. In all the branches of the railroad car building, none of this work could be excelled by any firm or Company.

One of our very popular young men, Mr. Geo. Krameremger, Upholsterer, is to become a benedict in the near future and the honeymoon will be spent at Springfield, Mass. George and wife will issue home cards on

their return. Also, George is a very popular member of our fire-fighting team and the rest of the "bunch" got together and voted that they would extend to him and wife on his return, a very warm welcome in the shape of a charivari. The Bazoo Band has been engaged with Carl Schottin at the drum.

NEW YORK DIV. SIGNAL DEPT.

W. Vernon, formerly batteryman on auto signal territory, between "A. C." and "A. E.," has been promoted to maintainer of Newark Branch.

Joseph Stewart, who was acting in the capacity of lampman at Jersey City terminal, has been promoted to batteryman on the Paterson section.

Dave Marion, foreman of maintainers, New York Division, spent a very enjoyable Sunday, Aug. 17, with friends at Greenwood Lake. Dave is telling some very interesting things which happened during his stay at the Lake.

Dick Jordon, better known as the "Monk," got an increase in his wages lately, and since that time the boys are unable to hold him. Dick says, anything you don't understand, come to me. "Monk" is the boy.

Jas. Vanderbeck, Jr., was initiated into the ranks of the Erie Signalmen's Benevolent Association at the last meeting and has been eating his meals off a mantelpiece ever since.

The Erie Signalmen's Association is preparing to hold its first annual ball on or about November 14, 1913, at Paterson, N. J. If you are approached with a couple of tickets, do not hesitate about purchasing same, as it is for a good cause.

Six men connected with the Signal Dept. of the N. Y., S. & W. R. R. have joined the ranks of the Erie Signalmen's Benevolent Association, making a total membership of 104 in good standing.

Henry Farrell, formerly maintainer on the Newark Branch, has been promoted to maintainer at "D. B.," Greenwood Lake Junction. All the boys wish Henry the best of success with his new position.

Fred Wiley, who has recently been promoted to maintainer at Hackensack Bridge, Main Line, has returned after spending a few days at Rockaway Beach with his wife and family.

Harry Redyke, maintainer on the Bergen Co. R. R., has been keeping very late hours, and everyone was at a loss as to how to account for it, until an article appeared in the evening paper stating that Mrs. Redyke had just returned from Rockaway Beach, after spending a week. Guess the "Count" will not be seen out late nights again for some time to come, but he never was known to do anything very bad, at that.

BRADFORD ITEMS.

On August 15th W. L. Wells received a letter from Milwaukee, Wis., which contained an old B. B. & K. R. R. strap baggage check that was found in Milwaukee Bay. Some time ago Mr. Wells sent the check to a friend in Gulfport, Miss., as a relic. In some way it was carried to Milwaukee and lost in the bay. The finder thinking it might be of some value, returned it by mail. Had he known that it was just an old relic of the B. B. & K. R. R., which at one time topped the lofty mountains that surrounded Bradford, he probably would be wearing the check on his watch today, instead of "Billy."

Bert Osborne, who has been employed by the Erie Railroad Company in this city for the past eighteen years, has received a well-merited promotion and left Bradford to become the assistant yardmaster at Waverly, N. Y. During his residence here, Mr. Osborne has made a small army of friends, who though regretting his departure, will be pleased to learn of his advancement and will extend wishes for his success in his new position.

E. G. Vreeland, former engineer on the Bradford Division, and now connected with the Panama Railroad, was recently in Bradford shaking hands with old friends.

Michael M. Loney, age 36 years, burgess of Lewis Run and one of the most prominent and highly respected residents of that borough, died at the Bradford Hospital Sunday, August 17.

Mr. Loney had been in ill health for some time past and on the 6th of the month was forced to take to his bed. On the 9th he was removed to the Bradford Hospital, for his ills were beyond the reach of medical treatment, and death relieved his suffering. Liver trouble was the cause of his death. Mr. Loney was born in Limestone and removed to Lewis Run fifteen years ago, assuming the position of station agent for the Erie Railroad, and it was due largely to his efforts and personal popularity that the business of the company arrived at its present prosperous state.

The news of his death was a great shock to his many friends who admired and respected him for his many good qualities and amiable disposition. The bereaved family has the sympathy of the entire community.

STROUDSBURG, PA.

Ralph MacNichol, clerk to Supervisor of locomotive operation, spent a most delightful vacation at Asbury Park and Ocean Grove. Ralph says if he had not been a married man, he would have had many opportunities to have heard "what are the wild waves saying?"

The efficient stenographers from Storekeeper Knapp's office, Misses Emily Richmond and Helen M. Randall, enjoyed their vacation in August. Miss Richmond spent hers in Connecticut and Miss Randall hers in New Jersey.

Night Yardmaster D. Arthur Roe, with Mrs. Roe, recently spent several days traveling in New York State.

Master Mechanic Davey and Mrs. Davey, in August, took a rail and boat trip to Buffalo, Niagara Falls, Toronto, the Thousand Islands, Montreal, Quebec, Lake Champlain, Lake George and down the Hudson river to New York City.

Dispatcher Ralph J. Flynn and Mrs. Flynn recently visited Mr. Flynn's parents at Rouss's Point, N. Y.

Two employes of the shops crossed the river Styx in August. Frank Shoemaker, call boy, died of consumption on the 6th and John C. Hinton, foreman of the wood shop died the 20th, from a broken back, which was the result of a fall from a cherry tree on June 28, 1912.

The cloudburst on August 1st, did a great deal of damage to the roadbed and bridges of the old "Susq." in the northwestern section of Warren County, New Jersey. The officials from the various departments with a large force of men working night and day, soon had things in shape and all trains running on schedule time.

M. Leo Vough, clerk in the Stores Department, was attacked with appendicitis August 19th. He was removed to the private hospital at Stroudsburg and a successful operation was performed on the 21st. At this writing he was resting very comfortably.

MEADVILLE SHOPS.

Mechanical Superintendent Schlafge and staff, at the last conference, when at the end of a day's sessions, were taken to Conneaut Lake, the Exposition Park, in autos. They took dinner at the Iroquois Club House. The following day they were the guests of J. P. Shaugnessy at the Century Club.

The Apprentices' Baseball Club from Hornell came to Meadville for a return game on the 8th of August.

Among the many welcome visitors to the shop, there is none more welcome than Johnnie Good, general foreman of the Cleveland Shops. His pleasant face and courteous greetings and hearty hand shake are much enjoyed by his former shop mates. He still stands pat on not joining the Grand Army of Benedicts, Buckeye lassies not being able to persuade him. Come again, John!

The Erie Apprentices' Baseball Club is improving. They are walloping everything coming against them, the last being the Draftsmen. The score will not be mentioned out of consideration for the vanquished.

William Newberry, one of Erie's old engineers (now retired) was down from the Reservation (Salamanca) for a visit. Bill was one of the most genial and lively men on the System, and a hearty laugher, but, alas, since taking up a permanent residence on the reservation he has become inbred with Indian instincts, and never laughs. However, we are all glad to see Bill.

Shortly after the return of the victorious running team from Binghamton, General Foreman Albert Sutherby gave a supper in their honor. The feature of the amusement was Prof. H. Thorpe and his trained fox terrier that could distinguish the national color of any nation, add, subtract, count the persons present, and, most remarkable of all, tell the time made by the Meadville team. Games, refreshments, an elaborate musical programme, including among other notables Mr. J. Smith in Scottish songs in the native brogue; short speeches and stories, gave to all a most enjoyable evening.

The Meadville Apprentice Baseball Team defeated the Hornell Apprentices Saturday, Aug. 9, by the score of 3 to 2. The game was the second of the series, Meadville winning both. The attendance was about 400.

The lineup for Meadville was: Beimer, l. f.; Schreckengast, c. f.; Frye, r. f.; Nelson, 1st b.; J. Owens, 2d b.; Hines, s. s.; Craig, 3d b.; M. Owens, c.; Burkhardt, p.

OUR CLEVELAND SHOPS.

That welcome smile on the face of P. Peppard, wreck master, is all on account of the rebuilding of the Cleveland derrick, which has been out of commission for some time and is now in active service, which greatly facilitates the material question in releasing cars at the big Boyden plant.

G. W. Kirk, F. C. D., is without his usual smile these days, and the boys say it is not the worry of the car department and the bad orders that are confronting him that causes it, but rather the absence of his wife and family, who are back in Port Jervis enoying a reunion with their family.

H. E. Tice was appointed chief clerk to the storekeeper, effective Aug. 1st.

F. J. Larrisey was appointed chief clerk to the Mechanical Dept., effective Aug. 1st.

R. R. Dearby was transferred from Brier Hill to accountant at Cleveland Shop.

We are all much pleased with the promotion of R. C. Carlson, S. K., to storekeeper for the Mahoning Division, with headquarters at Cleveland. This promotion was made on the merits of the man, who has always taken great interest in the Stores Dept. since he was transferred from Brier Hill. We wish him good luck in his new position and that prosperity may follow him in all of his transactions.

Ed. Popansky, sand blast foreman, resigned some time ago. The position is now filled by Edward Sotting, who is doing remarkably well in getting the steel cars into service.

Chas. Boer resigned as M. C. B. clerk to accept a similar position with the N. Y., C. & St. L. H. E. Gilman was employed to fill the vacancy.

Louis Glosh, car clerk, resigned several days ago and J. C. Murray was employed to fill the vacancy.

Clifford Rhodes, piecework checker, was promoted to lumber inspector.

Mr. L. Kane, operating the Blau Gas machine, promoted to piece work checker.

Ernest Edwards was employed to look after the Blau Gas machine.

Harold Foster, material foreman, though young in years, has a very old head on his shoulders. He is doing remarkably well with his gang in getting all of the material distributed to the points where it is needed, and very little delay is charged up to him, and seldom any complaints are made for any neglect. We all wish to encourage the young men who are starting in this railroad work by helping them to help themselves.

LITTLE KICKS FROM KENT.

W. C. Coward, foreman blacksmith, accompanied by wife and daughter, attended the annual national convention of Master Blacksmiths' Association, held at Richmond, Va., and reported having had a splendid time, taken from a social and an educational standpoint. They were met at New York on their return from the convention by C. H. Ackworth, who was also accompanied by his wife and son, where they spent a short vacation visiting the big city.

Jake Marxen surprised the natives lately by getting enough speed and power out of his 1900 model machine to knock down the railroad gates, which were closed for a near approaching train. Jake has no horror for any obstruction, he simply gets or climbs over anything that he chances to meet with his gasoline toy.

W. H. Shuman and wife spent a week at Pittsburg visiting with relatives and friends; also visiting nearby points.

James Coyle, one of our old and esteemed veterans of the coach shop, was transferred recently to Meadville Locomotive Shops, much to the regret of his fellow shop mates. He has been in constant service with this company for the past 35 years; also has passed his 82d milestone in life, but he can accomplish as much work assigned to him and as well and quick as lots of men, many years his junior. We wish him a pleasant future in his new location, and may he live long to enjoy many more years of good health and happiness.

A few of the old A. & G. W. veterans who attended the annual reunion at Brady Lake, paid a visit to the shops, the scene of their former employment many years ago.

CINCINNATI DIVISION.

On July 29th, the automatic block signals between "A" Tower, Galion, and Summit Tower, east of Mansfield, were put into service. All train and engine men were required to pass an examination on the rules governing the operation of automatic block signals before they were permitted to run between Galion and Summit Tower. The work of completing the balance of the automatic signals on the First District is being rushed.

New track scales are being installed at Ashland, Mansfield and Marion.

Cincinnati Division agents held their regular monthly business meeting in Superintendent Woodruff's office, at Marion, July 25th. Nearly all members of the local organization were present. Many important matters were discussed.

H. D. Row, who for the past year has held the position of Asssitant Division Engineer on the Cincinnati Division, has accepted a position in the office of Superintendent of Roadway, Bridges and Buildings, Cleveland, account position of Assistant Division Engineer being abolished. While Mr. Row was employed on the Cincinnati Division he made many friends who wish him success.

An inspection party consisting of Superintendent R. E. Woodruff, Division Engineer W. P. Kimble, Train Master F. Eberhart and Master Carpenter W. Pelham made a motor car trip over the Second District, July 25th.

N. A. Nash has accepted a position as clerk in the Maintenance of Way Department. The position is one recently added, account the paying of employes twice a month.

C. E. Curtis of the Jersey City office, has accepted a position as clerk in the Maintenance of Way Department. The position is one recently added, account the paying of employes twice a month.

L. M. Templeton, 812 report clerk, has been promoted to Asst. Timekeeper, account paying employes twice a month on the Cin. Div.

Carl Shaw, clerk in the Maintenance of Way Department, has been promoted to the Transportation Department as 812 report clerk, vice L. M. Templeton. Mr. Nash accepted Mr. Shaw's position.

Rapid progress is being made with the automatic signals on the Cincinnati division. Signal gangs are working at many different places between Marion and Kent. Automatic signals between Galion and "B.O." Tower are in operation.

The ticket office at Union Station, Marion, Ohio, is being enlarged, account the employes being cramped for room. During the alterations, a private office will be built for Ticket Agent, L. E. Nebergall.

A new two-span deck and through girder bridge has been installed over Boke's Creek, between Broadway and Claibourne. A new bridge, only part-

It saves the price of a new watch

—that is what the Studebaker Watch insurance certificate will do if the watch requirements change,

—and they are liable to change any time—

Your local inspector may tell you tomorrow to get a new watch and it's up to you to foot the bill for a new watch.

This is not so if you buy a Studebaker, the great South Bend railroad model. For your dealer will give you a written certificate with this watch that absolutely binds the factory **to give you a new watch free** if there is any necessity of a new one due to changed requirements within five years of your purchase of a Studebaker.

This insures you against that expense.

The SOUTH BEND Studebaker

RAILROAD WATCH

The Studebaker watch is invaluable where minutes mean miles, for it furnishes the correct time every minute of the schedule. It gives you the confidence and satisfaction of knowing you are right.

It saves you the price of a new watch.

See your local inspector—have him show you one of these wonderful Studebaker Watches.

Write us to send you a sample copy of the ***South Bend Watch insurance certificate*** that saves you money. Don't buy a watch until you have read this certificate.

SOUTH BEND WATCH CO.

SOUTH BEND, IND.

ly constructed, was washed away during the March flood.

Timekeeper H. L. Albrecht reports having a good time on his vacation while at Cleveland and he is strong on his opinion that the Cleveland "Naps" will win the American League Pennant.

"MJ." Tower, two miles west of Marion, has been moved 1,500 feet further west. The change was made necessary, account of the interlocking.

Superintendent of Construction work, R. C. Falconer of New York, was a Marion visitor during the month.

W. C. Mason, former clerk in the Maintenance of Way Department, who has been in Denver, Colorado, for the past several months for his health, has returned and was a visitor at the office during the month.

Construction Engineer Kreiter of the signal department out of New York, has been dispatched to the Cincinnati Division to assist in completing the automatic telephone system over the division. The work was started August 13th and it is expected that the 'phones will be in service between Marion and Kent within the next two weeks.

V. M. Burden, Stenographer to R. E. Woodruff, and J. W. Neff, Clerk to Trainmaster, have returned from their vacation. They reported having a good time and plenty of sights to be seen at Niagara Falls, Buffalo, Toledo and Detroit. The sights at Detroit were so interesting that Mr. Burden missed his train.

Chief Clerk H. C. Weiford is rejoicing and feeling very young again. Reason, account his family has joined him at Marion. When Mr. Weiford first came to Marion as Chief Clerk, his family remained in New Mexico to take care of their property and he has finally got them to Marion. The boys in the office wish Mrs. Weiford and the children happiness in their new home.

Supt. of Stores H. S. Burr of New York; Mech. Supt. E. S. Fitszimmons of Cleveland; Supt. of Apprn. W. S. Cozad and Chief Clerk to Mech. Supt. F. Talbott, were Marion visitors on August 13th. The officials were here in the interests of the mechanical department, the master mechanic's office being moved here recently from Galion.

Let Her Go!

"I give the other fellows the starting signal for most everything since Dad gave me his old watch.



"Why, I've got the only real watch in our crowd and the other fellows ask me for the time!

"Say, you ought to see Dad's new watch. Its an Elgin B. W. Raymond winding indicator watch, and has an extra hand that tells him when to wind."

Make Your Boy Happy

Give him your old watch and buy for yourself the most up-to-date railroad timekeeper—the B. W. Raymond winding indicator watch.

$44.00 in a 25 Year Case
$42.00 in a 20 Year Case

AT ALL DEALERS

ELGIN NATIONAL WATCH COMPANY

ELGIN, ILL.

E. M. 8

STIFEL'S INDIGO CLOTH
Standard for over 75 Years

Has this brand  *on the back*

Overalls made with this cloth give maximum wear

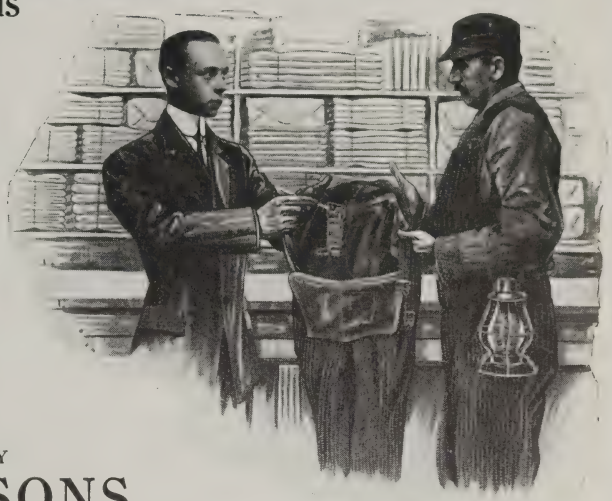
It's the cloth in your overalls that gives the wear

If you want the best overalls, look for this name



on the inside of the cloth. Guaranteed Pure Indigo dyed and on the market for more than 75 years

Insist upon it from your dealer



CLOTH MANUFACTURED BY

J. L. STIFEL & SONS

GALION, OHIO, ITEMS.

Clerks Meyer Klein and W. L. Fulwider, have been transferred to the office of Master Mechanic Kothe at Marion.

Roy Granger, former assistant general foreman at Galion shop, but now located at Susquehanna, Pa., visited Galion shop recently.

Construction engineer Kreiter of the Erie signal department, is now assisting in completing the automatic telephone system over the Cincinnati division. It is expected that 'phone service will be in use between Marion and Kent during the month of September.

E. P. Joyce, fitting shop foreman at Galion shop for several years, has been promoted to day roundhouse foreman at Kent. During his residence in Galion, Mr. Joyce made many warm friends who congratulate him upon his advancement. They, however, expect to see him occasionally but—enough said.

Annual passes for those men in service for thirty-five years have been received at Galion shop. Those who were on the honored roll were L. M. Miller, H. McFarquhar, Chas. Wilt, John Scanlon, Benjamin Schupple, Frank Lais and F. A. Cronenwett.

Machinist H. McFarquhar and wife, have gone on an extended visit to Denver, Colo. Another shop employee, W. H. W. Nichols and wife, have returned from a three months' sojourn in California.

With the appointment of C. A. Kothe, as master mechanic of the Cincinnati division, with headquarters at Marion, the majority of the office force now located at Galion shop will be moved to Marion.

UNITED STATES DEPOSITARY
ORGANIZED 1894

New First National Bank

MEADVILLE, PA.

YOUR BUSINESS INVITED

Capital, - - - $100,000.00
Surplus & Undivided Profits, $175,000.00
Deposits, - - - $1,300,000.00

CHAS. FAHR, President
E. A. HEMPSTEAD, Vice-President
C. S. BURWELL, Cashier
J. J. FARNICORN, Ass't Cashier

FOR ALL ERIE EMPLOYES

These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy. write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address.

THE ERIE R. R. EMPLOYES' MAGAZINE

Room 1077, No. 50 Church St. - - New York City

☞ These advertisements are FREE to all Erie Employes.

WHY NOT COME out to East Orange? Forty five minutes from New York. We can rent you a house of ten rooms at $30.00 a month or an apartment of seven rooms in a two-family house at $18 to $23 a month, beautifully decorated, all improvements, separate steam heaters, porcelain baths and open plumbing. Address, Mrs. Lydia Switzer, 310 Dodd Street, East Orange, N. J. Telephone, 592M Orange.

ANCONAS and Black Leghorns, $1.25 per 13 eggs from prize stock. Henry T. Evans, Blassbury, Pa.

BARRED ROCKS and Silver Laced Wyandottes. Eggs for hatching, 75 cts. per 13. J. E. McMunn, Clerk, Greycourt, N. Y.

EGGS for Hatching; extra fine stock. Five cents each for the following breeds: White and Brown Leghorns, Rocks and R. I. Reds. Otis T. Gregory, Passenger Dept., 50 Church St., New York.

EGGS for Hatching from my Choice Pen Pittsfield Plymouth Rocks; noted for their heavy laying. Limited number settings at $1.50. G. W. Pulis, Agent, Caldwell, N. J.

EGGS for Setting: Rose Comb Rhode Island Reds; good layers; 75c. per fifteen for now and remainder of the season. L. Davenport, Ogdensburg, Sussex Co., N. J.

EGGS from Kellerstrass Crystal White Orpingtons, low down, red eyed, shapey, vigorous birds; every bird in these pens trapnested, settings, $1.50. Also grand matting of silver laced Wyandottes, slide open lacing, settings, $1.50. B. Rubin, 2561 E. 50th St., Cleveland, O.

EGGS from choice matings, half price for balance of this season. Columbian Plymouth Rocks, America's best utility fowl, $1.50 per 15. White Indian Runner Ducks, white egg strain, eggs, $1.50 per 13. C. R. Deardorff, North Judson, Ind.

EGGS FOR SALE from Kellerstrass strain of prize winning and egg laying strain of White Orpingtons, for a short time only, will sell eggs for $1.25 per 13. Address, James Gibson, Yard Master's Office, Corning, N. Y.

FOR SALE—Golden Duckwing Game Bantam, winner of the following: 1st and Cash Special Scranton, Pa., 1912; 1st Wilkes-Barre 1912; 1st and Special Pittston 1913, also Light Brahama Fowl Hen, winner 1st and Special Pittston 1913. Address, W. A. Cavanagh, 518 River St., Scranton, Pa.

FOR SALE—7 room house, electric lighted, steam heated; lot 97 front, 215 deep, large chicken house, 6 apple trees, 1 plum, 1 pear, 2 peach, 2 cherry, 10 currants, 5 grape vines. If taken at once I will sacrifice. Call and get price, M. S. Earl, Operator, Box 62, Harriman, N. Y.

FOR SALE—J. W. York b flat Cornet, gold lined bell and gold engraving, leather plush lined case. Instrument been used about two weeks. Original cost $62, will sell for $40. Write me. H. L. Hoard, Erie Tel. Opr., 91 Main Street, Salamanca, N. Y.

FOR SALE—Six room house and lot, all modern improvements, situated at No. 69 Hackensack St., East Rutherford, N. J. Size of lot, 40 ft. by 140 ft. Chicken coop and run for 125 chickens. Six peach trees. Two Bartlet Pear Trees. Two Grape vines. Will sell on easy terms. Enquire, H. S. Wood, Officer, Erie Police Dept., Jersey City, N. J.

FOR SALE—White Angora Rabbits, age 2 to 4 months old. Price $1.00 per pair. R. Greenwood, 563 E. 19th St., Paterson, N. J.

FOR SALE—Four lots in the highest and finest section of Westwood, N. J. Price $500. Apply to H. C. Blake, Room 860, 50 Church St., New York.

FOR SALE—10 fine Cockerels, White Wyandottes; hatched in April. Father won special prize, mother won 2 prizes. If taken at once they go cheap as I need the room. M. S. Earl, Operator, Harriman, N. Y., P. O. Box 62.

YOUR NAME neatly written on one dozen cards for 15c. L. H. Kinney, Moosic, Pa.

R. C. R. I. Red Eggs, Tuttle Strain, $2 per 15, from Hagerstown and Columbus winners. C. S. Anglemyer, Agent, Washingtonville, O.

TO LET—Very desirable apartment, five rooms, all improvements; first floor, 43 Wood St., Rutherford, N. J.

$110 buys Fairbanks Morse Motor Car 2¼ H. P., practically new, cost $165. No further use for car as have moved away from railroad line. Description on request. F. A. Garthwait, Friendship, N. Y., R. F. D. No. 1.

WANTED TO BUY—A good coon and skunk dog. None but one well trained considered. Please give description and price in first letter. Address to G. F. Foster, Operator, Fillmore, N. Y. Alle. Co.

WOULD LIKE TO BUY a Telegraph Vibroplex. When answering this advertisement, state price. S. J. Hoffman, Agent, Passaic Park.

WOULD LIKE TO EXCHANGE a Boston Musical 3-Star b-flat Cornet, or a new L. C. Smith and Bros. Typewriter for a silver plated C pitch Cornet. State maker's name and condition of instrument. E. H. Van Patton, Operator, Avoca, N. Y.

WOULD like to buy a second-hand bicycle. Please communicate with the undersigned, stating price, etc. Charles E. Brown, Long Dock Station, Jersey City, N. J.

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Mortgage & Trust Company

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CAPITAL & SURPLUS $6,000,000

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TO RENDER ALL THE SERVICE DEMANDED
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163 Newark Ave. Jersey City, N. J.

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A Standard Railroad Watch on

Easy Payment Plan

We recommend the 16 size 21 jewel Father Time, made by the ELGIN WATCH COMPANY, in 20 year gold filled case.



It is one of the smallest Standard R. R. Watches made, is adjusted to 5 positions, isochronism, and temperature, will pass any Railroad inspection, and has our ***Unqualified Guarantee Behind It.***

Fill out the coupon and mail it to us, and we will gladly tell you how you can secure this watch on our Easy Payment Plan, with no initial cash payment required.

GEO. D. DAVIDSON CO.
163 Newark Ave., Jersey City, N. J.

Without any obligation on me whatsoever please send me particulars about Easy Payment Plan upon which you sell Standard Railroad Watches to Erie Railroad Employees.

Name _____

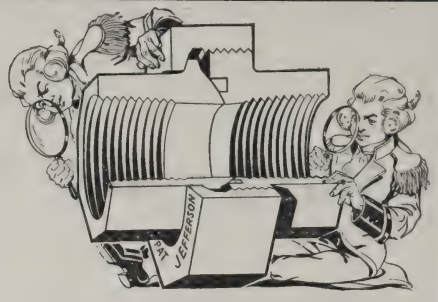
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Are Perfect Unions

WHEN YOU'RE buying a new type of turbine, for instance, you examine it—you want to know how it's made. Quite right. Some engineers consider unions as "just unions" and take a chance on any kind. Don't you be one of those engineers. They're not the kind that get higher.

A union is just as important, in proportion, as that turbine, so look into the details of construction closely. There is a union that is better because it is made in a very different way—its name is JEFFERSON.

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We'll send you some interesting union data that will open your eyes, if you'll just send us the coupon. Your own dealer probably keeps Jeffersons. Ask him to show you the name on the nut. If he can't, write to us and we'll tell you the name of a dealer who can.



Look for the name on the nut

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SECURITY SECTIONAL ARCHES

Arch Engines are always the best steamers

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GALENA-SIGNAL OIL COMPANY
FRANKLIN, PENNA.
Sole Manufacturers of the Celebrated
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QUALITY SERVICE GUARANTEED COST
ELECTRIC RAILWAY LUBRICATION A SPECIALTY
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GALENA LONG TIME BURNER OIL, for use in Switch and Semaphore Lamps and all lamps for long time burning, avoiding smoked and cracked chimneys and crusted wicks.
Tests and correspondence solicited. **S. A. MEGEATH, President**

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CAPITAL - - $200,000
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Commercial Trust Company of New Jersey

JERSEY CITY, N. J.

CAPITAL, SURPLUS AND PROFITS, OVER $3,300,000

Pays Four Per Cent Interest per annum on all amounts from $5.00 to $3,000 and Three Per Cent on amounts in excess of $3,000 deposited in the Special Deposit Department. Interest periods are the same as in savings banks. Accounts may be opened with one dollar. Accounts may be opened by mail.

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No. 57 Belgian Globe Post Lamp
Price: $5.50 each, delivered any point East of the Mississippi.
Reference: Security Bank, New York

The BRIGHTEST LIGHT on the DARKEST NIGHT

is the 43 candle-power light developed by the Belgian Burner, in connection with the No. 57 Belgian Globe Post Lamp here illustrated.

Constructed for durability. One No. 57 will outlast two or three of the ordinary tubular lamps on the market, and with its powerful lighting efficiency, it is only necessary to use one of these lamps as against two or three of the tubular lamps.

For drive-ways, parks, private estates, in front of churches and village lighting.

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3860-3880 Park Ave. New York City

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Cooper Square, Opposite Cooper Union,
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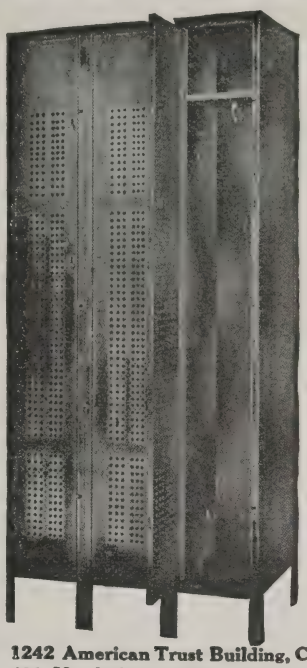
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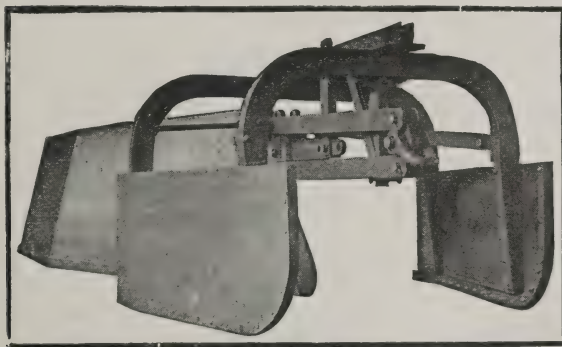
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Has "Lock-to-the-Lock," "Lock-Set" and "Knuckle-Opener"

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BLOW OFF VALVE



Malleable Iron Body; Crane Hard Metal Trimmings. Valve opening 2¼ inches, Two-inch Boiler connection. Wearing parts renewable. Seats self-cleaning. Closes automatically with the pressure; impossible to stick open.

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We Offer Reservoirs of All Kinds.

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for coaling locomotives, removing ashes from ash pits and rehandling bulk materials.

Two types, the Clam Shell for handling bulk materials of a loose nature and the Orange Peel for digging or rehandling hard materials such as boulders, blasted rock, etc.

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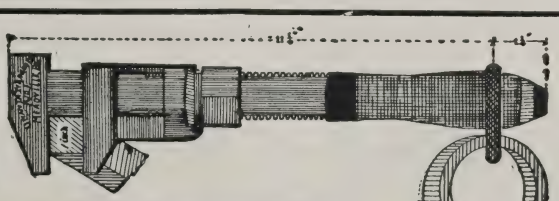
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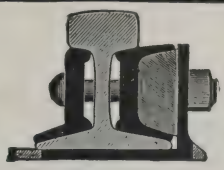
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TELEPHONES FOUR-FIVE-EIGHT-SIX *and* FOUR-FIVE-EIGHT-SEVEN BROAD

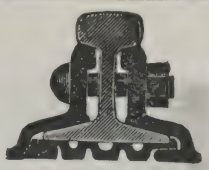
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Steel and Composite FREIGHT CARS

AND

All Steel Passenger Equipment

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A Master-Model of the Royal

One Typewriter With the Combined Advantages of Many!

Stop and think of the enormous investment this Company has at stake, and then let this TRUTH of *Royal Superiority* burn into your brain.

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Room 71, Royal Typewriter Building
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Branches and Agencies the World Over

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SAFETY FIRST

ERIE RAILROAD



EMPLOYES MAGAZINE

1913

OCTOBER



A Master-Model of the Royal

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The Geo. D. Davidson Co.

Official Watch Inspectors

163 Newark Ave. Jersey City, N. J.

Offer to

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A Standard Railroad Watch on

Easy Payment Plan

We recommend the 16 size 21 jewel Father Time, made by the ELGIN WATCH COMPANY, in 20 year gold filled case.



It is one of the smallest Standard R. R. Watches made, is adjusted to 5 positions, isochronism, and temperature, will pass any Railroad inspection, and has our ***Unqualified Guarantee Behind It.***

Fill out the coupon and mail it to us, and we will gladly tell you how you can secure this watch on our Easy Payment Plan, with no initial cash payment required.

GEO. D. DAVIDSON CO.
163 Newark Ave., Jersey City, N. J.

Without any obligation on me whatsoever please send me particulars about Easy Payment Plan upon which you sell Standard Railroad Watches to Erie Railroad Employees.

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Street _____

City _____

State _____

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Division _____



Switchman's Mitten
No. 119

THIS easy slip-off switchman's mitten is a good example of the *personal care given* by the makers of Hansen's Gloves to the needs of every department of railroading.

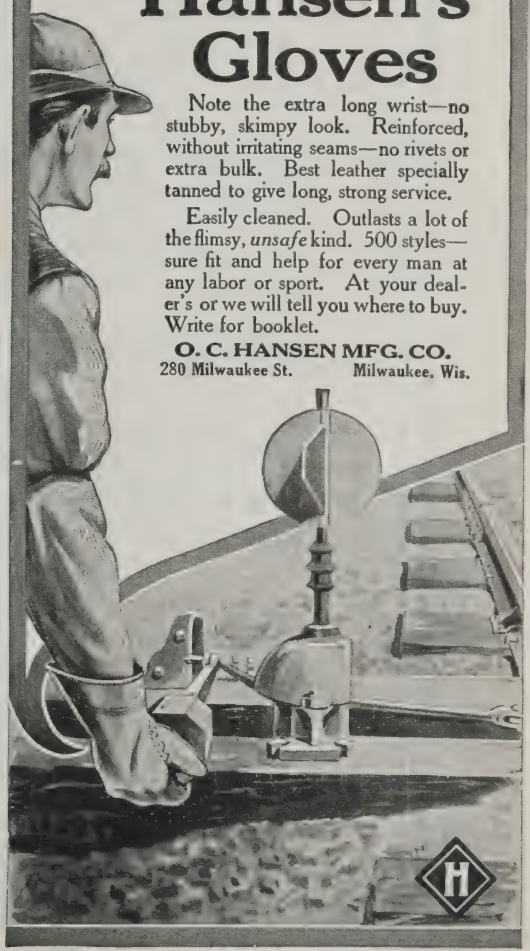
By this special build Hansen's Gloves do more than give complete hand-protection. They are big factors for comfort and *efficiency* in action. Engineers, firemen, baggage-men, brakemen—all can be equally suited with the splendid, strong "Protector"—the "Glad Hand" brands, etc.

Hansen's Gloves

Note the extra long wrist—no stubby, skimpy look. Reinforced, without irritating seams—no rivets or extra bulk. Best leather specially tanned to give long, strong service.

Easily cleaned. Outlasts a lot of the flimsy, *unsafe* kind. 500 styles—sure fit and help for every man at any labor or sport. At your dealer's or we will tell you where to buy. Write for booklet.

O. C. HANSEN MFG. CO.
280 Milwaukee St. Milwaukee, Wis.



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This is the most complete school in the United States, under the guidance of railway Officials, devoted exclusively to training students to become Station Agents and Telegraph Operators in the Railway Service.

Our Equipment

includes complete miniature railroad, trains, switch towers, block signal system, station, ticket office and wireless telegraph station with a radius of 1,500 miles. Our students are trained in every phase of wireless work as well as railroad telegraphy. They receive thorough instruction in passenger, freight and baggage work, fitting them for lucrative posts with assured advancements.

Railroads Come to Us For Men

We have more applications than we can fill. Our graduates are eagerly sought by the big systems.

Write today for illustrated catalogue and full particulars of our course

Railway Commercial Training School

(In cooperation with the Erie Railroad)

111-115 Main Street Elmira, N. Y.

C. P. UTLEY, Manager

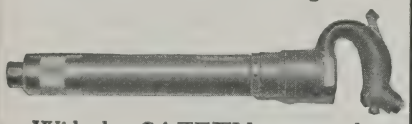
CONTINENTAL CASUALTY CO.
COMPLETE COMPENSATION
CHICAGO
H.G.B. Alexander
PRESIDENT

1208 MICHIGAN AVE., CHICAGO
Insures More Railroad Men
Pays more Railroad Men
Employs more Ex Railroad Men
THAN ANY OTHER COMPANY

Before I'm hurt, tell me how little Income Insurance costs.

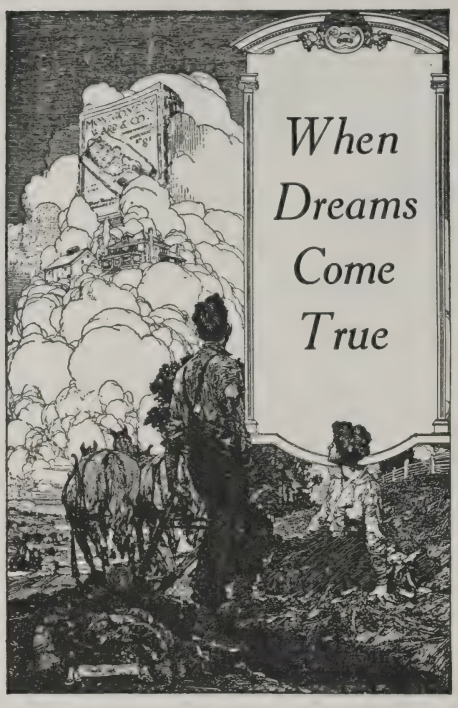
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Safety First in Riveting
Is possible with the
BOYER HAMMER
when fitted with M. S. Tool Holder or Piston Retaining Wall



With the SAFETY you get the
Power—Speed—Durability
That have characterized the BOYER HAMMER since it first proved that pneumatic riveting was a success.
Write for Bulletin No. 124
Address Dept. P P
Chicago Pneumatic Tool Co.
Chicago Office 1065 Fisher Bldg.
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Branches Everywhere

The Best Accident and Health Insurance
for
Erie Railroad Employees
is issued by
The Travelers Insurance Company
of
Hartford, Connecticut
SEE THE AGENT



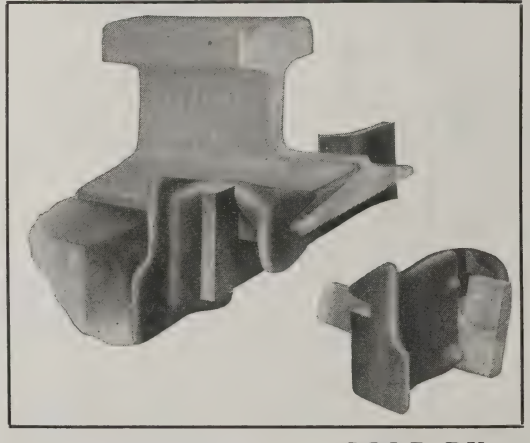
Dreams of a better, bigger home!
Dreams of more comforts, more luxuries!
Dreams of more of those things that make life worth living!
Dreams of—

But Why Dream?

Why not put Montgomery Ward & Co.'s new 1000 page catalogue back of your dreams and turn dreams into realities?
Why not harness every one of your hard earned dollars and make them yield for you more value in the future than in the past—and then your dreams will come true.
The conservation of the dollar is the vital issue in these days of high cost of living.
And the Montgomery Ward & Co.'s catalogue is the great text book that will help more than any other book to solve that problem.
It tells how to purchase your foods, furniture, clothing, farm implements, luxuries, everything for the home, farm or field at the lowest possible prices, with all the useless middleman's profit left out.
It has a thousand pages, with a hundred thousand opportunities for saving.
This great text book is free for the asking. All you need do is to write us a note today saying: "Send your new 1000 page book without cost or obligation to me"—and it will come by return mail.
You have had the dream of better living, of getting more comforts for all the family than you have had in the past. Why not let this dream come true? Why not send for the book today—Now, while you think of it?

MONTGOMERY WARD & CO.
Chicago Kansas City Ft. Worth, Texas

The BIGGEST Little THING Made
The "VAUGHAN" Rail Anchor



A Rail Anchor giving the greatest percentage of efficiency, and requiring no attention after application.

Samples and Booklets will be furnished upon request.

SOLD BY

The "M.W." Supply Co.
Philadelphia, Pa.

The Q & C Company
Chicago New York

THE ERIE RAILROAD EMPLOYES' MAGAZINE

Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 50 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 9. OCTOBER, 1913. No. 8.



THOMAS B. DUGGAN.

T. B. DUGGAN, TRAINMASTER.

On the preceding page appears a picture of Trainmaster Thomas B. Duggan of the Allegheny and Bradford divisions, who has a long and varied record as an Erie man. He has also a good record on lines foreign to the Erie.

Thomas is a man who does but little talking, but he thinks a whole lot and he is a will o' the wisp on the road. In fact, he spends a lot of his time looking for things that are regular and irregular along the two divisions which he covers.

A former division superintendent of the Allegheny Division, who has always felt a keen interest in Thomas and still does, although at present camping out at Huntington, Ind., once remarked that "Tom" Duggan was one of the most dependable men he was ever associated with, and all he had to do was to hint what was wanted, and Tom got busy and did it. In fact, he is an "old reliable" any way one wishes to figure him.

This is his record, as furnished by himself:

Entered railroad service September, 1887, with Erie Railroad, as operator on Allegheny and Bradford divisions. From October 1st, 1888, until September, 1890, operator Soo Line, Duluth, South Shore & Atlantic Railroad and Detroit, Lansing & Northern Railroad. From September, 1890, to October, 1903, operator and train dispatcher, Allegheny Division, Erie Railroad Co. From October, 1903, to April, 1905, clerk in general superintendent's office, Jersey City, N. J. From April, 1905, to September, 1906, yard master, Paterson, N. J. From September, 1906, to April, 1908, special agent, general superintendent's office, Jersey City, N. J. April, 1908, to date, trainmaster, Allegheny & Bradford divisions.

HOW COURTESY WORKS OUT.

There are people in this world who overlook little things in their desire to grapple with larger ones. Such people forget the suggestive adage, "Large oaks from little acorns grow."

Here is an instance where a courteous act—just a little courteous act—brought its reward and has at least two patrons of the Erie Railroad feeling better for visiting one of its important cities.

The man who thought out a plan by which he could please two patrons of the Erie is Mr. W. L. Wells, ticket agent at Bradford, Pa., and the following letter from said patrons explains how it came about:

Aug. 26, 1913.

Mr. Wm. Wells,
Agent, Erie R. R.,
Bradford, Pa.

Dear Sir:

About one year ago now, after visiting in your city, Mrs. Hicks and myself were leaving on the train from your station, and much to our surprise you presented us with a beautiful set of post cards which we prize very highly. In appreciation of your generosity we wish to reciprocate, and herewith send you a set from Chicago which will give you an idea in a small way of what we have to greet the eye of the visitor as he looks our city over. Again thanking you,

We are, very truly yours,
Mr. and Mrs. G. S. Hicks.

NOTHING WRONG WITH ERIE

Under the above caption, the following appeared in the Rochester (N. Y.) "Democrat and Chronicle" of a recent date:

The joke about the Erie being slow in getting its trains through, like other things good in their time, seems to have outlived its usefulness. The fact is, the Erie isn't slow at all, as the Public Service Commission has discovered.

In the report of the Commission for June, it is made known that the Erie topped all other steam roads entering the city, with 95% of passenger trains on time. The New York Central, the Buffalo, Rochester & Pittsburgh, the Pennsylvania and the Lehigh Valley run into Rochester, so several paragraphs will have to be removed from the joke book.

This record is noteworthy for the fact that the Erie runs all its trains over a single track, twenty-five passenger trains daily, twelve going out and thirteen coming in.

A NIMROD OF THE TENEMENT.

A certain Irishman living in New York owns a number of tenement houses on the East Side in the Jewish district. One day one of his tenants, a little, short, wizened up Jew, called at his office to make a complaint.

"I tell you, Mister Murphy, I am goin' to leave it your flat."

"Sure, now," answered Murphy, "and what is the trouble?"

"Vell, I tell you dere's too many rats in dot flat. Vy only yesterday I kills eight!"

Murphy jumped to his feet in anger, and bellowed forth: "An' 'tis rats, is it, that is bothering ye? You lave thim rats alone! What do you want for eight dollars a month? Huntin' privileges?"

ERIE RAILROAD LAKE LINE DIVISION.

THIS is the first of a series of articles concerning the Erie Railroad Company's modern fleet of eight steel steamers, which ply between Buffalo, Milwaukee and Chicago, as well as handle the Baltimore & Ohio Lake Line's traffic between Fairport and Milwaukee and Chicago.

It may be stated for the benefit of all concerned that this writeup of the steamer F. D. Underwood and the writeups of the other steamers comprising the Erie Railroad's Lake Line Division which will follow are intended to convey the fact to the employes of the Erie Railroad and outsiders, as well, that the Erie Railroad's interests extend far beyond the several Main Line divisions and branches between New York and Chicago. The Lake Line Division is a very important factor in the movement of traffic over the great Erie Railroad, and with its superb fleet of staunch and seaworthy steamers, bears favorable comparison with all other corporations engaged in a similar industry.

The Union Steamboat Line, organized in 1869, was the beginning of the Erie Railroad Company's connection with the steamer business on the Great Lakes, but in order to bring about a closer identification as between the rail and lake interests, the name was changed in 1912 to the "Erie Railroad Lake Line."

Service averages about one boat departing from Buffalo and Chicago every second day. It takes an average of twelve days for a round trip, including the time of loading and unloading. The schedule time of boats gives third morning delivery at Milwaukee and fourth morning at Chicago, and the same in the reverse direction, as to time on eastbound freight.

The principal commodities moving westbound are dry goods, shoes, hardware, paper, thread, canned goods, coffee and iron and steel articles.



STEAMER F. D. UNDERWOOD LYING IN DOCK AT MILWAUKEE, WIS.

Eastbound, grain and grain products is the predominating tonnage. A considerable tonnage of copper, agricultural implements and rags also move eastbound, together with cotton and wool. On account of the growing increased expense of re-handling at lake ports commodities, such as cement and asphalt, which formerly moved in large quantities, these are not desirable articles of freight, the reason being the low through rates, which do not give the Lake Lines sufficient net earnings to even up the cost of handling.

The flagship of the line is the steamer F. D. Underwood, named in honor of our President. This boat was built in 1896; its original name was "Ramapo;" it has a gross tonnage of 3,314 tons and general carrying capacity of package freight of 4,000 tons;

344 feet in length, 44-foot beam and 28-foot depth, and, with the extensive improvements made this year, makes it one of the best types of freight boats in the Great Lakes service. This very substantial freight vessel is in charge of the following mentioned officers:



CAPTAIN CHARLES D. ROSS.

Captain, Chas. D. Ross; Chief Engineer, August Nagelvoort.

Capt. C. D. Ross is a fresh water sailor who has poked his nose into about every nook and corner of the Great Lakes, and is full of their tales and their history. He first sailed for President Underwood when the latter was general manager of the "Soo" road, back in 1889, and has been one of his trusted masters most of the time since, serving as first officer of the Washburn, master of the passenger steamer Lora, and of the steamships Alice Stafford and Hennepin.

He took command of the Erie steamer Binghamton four years ago and has had his present command two years. Captain Ross is a man of more than usual intelligence and understands many things outside his own field. He is a jolly fresh water sailor, with characteristics typical of his calling, and maintains discipline aboard his craft in a way that is easily understood by his crew as meaning business, but he is in no way despotic. In fact, he is among the most kindly commanders on the Great Lakes, as well as the best and most favorably known.

A. Nagelvoort, chief engineer, whose youthful face is shown herewith, is a salt water sailor and has served in the United States Navy.

He states in his own recital of his career that he began a sailor's life aboard the U. S. ship Michigan (now Wolverine), being transferred, successively, to the New Hampshire, Jamestown and Minnesota, serving as apprentice.

After quitting the navy, young Nagelvoort entered a machine shop in Detroit, Mich., for five years, and in 1896 filled the position of oiler on the steamer Northern Wave, was promoted to assistant engineer in 1899 and to chief engineer of the Northern King in 1904, these steamers being of



CHIEF ENGINEER A. NAGELVOORT.

2,418 gross tons and belonging to the fleet of the Mutual Transit Line.

In 1912 Chief Engineer Nagelvoort received his appointment as head of the engineering department of the steamer F. D. Underwood.

A SPLENDID LETTER ON THE SAFETY FIRST SUBJECT.

Written by P. K. Sullivan, Road Foreman of Engines, Mahoning Division.

Cleveland, Ohio, July 7, 1913.

Mr. J. D. Walker,
Chairman Safety Committee,
Youngstown, Ohio.

Dear Sir:—

I feel that one of the most essential qualities required for a successful safety campaign is Persistence.

Men whose duties each day are, practically, along the lines of the day preceding, allow themselves to perform these duties in the same manner as before, thus forming what might be termed a habit, or a practice. Our habits, as we are aware, are of two kinds—good and bad; likewise our practices. Acknowledging our virtues, which usually outnumber our bad practices, the latter are, in most cases, extremely hard to overcome, therefore I say Persistence.

Illustrations: A brakeman or switchman is seen adjusting a coupler with his foot. He is well aware that this is a dangerous practice. A member of the Safety Committee cautions him against the practice and begs that he discontinue this habit. The advice is appreciated by the offender, but shortly afterward he may see him performing the same duty in the same manner, using his foot or hand as a guide for the coupler. Upon again admonishing the guilty party, the safety man is advised that he has been in the habit of doing this and forgot the good advice. By continually keeping after this person he will eventually be brought into line, and he will be one of the foremost boosters of the movement.

To make our efforts bear fruit as quickly as possible, I believe that we should strive to bring about uniformity of action among the men in performing duties where the tendency is to perform it in the quickest and most convenient manner possible, with little or no relation to safety. To illustrate this point, I might cite an instance where we may have cautioned men against the practice of boarding oncoming engines from the center of the track, and yet we can see these same persons disregarding our imputations.

Upon being asked why they persist in continuing this practice, the advice is given that their co-workers are doing it, and they are following their example. They seem to fear that they may be thought to possess less nerve or daring than their fellow workers, even though they know they are in constant danger by doing so.

Get to the other fellow, the leader. American men will follow their leader. Instruct them against this, as well as all other dangerous customs. Instill into them the fact that he is responsible for the conduct of his crew and make them feel that they can accomplish nothing by admonishons, if not followed up by example.

Especially is this true of new men in the service. They feel called upon to do anything that the other boys do. Even though their hearts be in their mouths while they are doing it. Put the safety first idea before them first of all. Make them recognize and appreciate all that those two words imply. "Safety First," educate them from the beginning and they are yours to the end.

A glance at the beneficiary assessment notices listing the claims of railroad men and their beneficiaries in the various brotherhood magazines, forces us to the realization of the size of the field for our work, and yet by noticing the various causes of death and disablement, we are convinced the major portion of these accidents can be averted by a campaign of education on the part of ALL the railroad men. We need every one of them and their personalities, as very often a personal reprimand from a brother employe is more effective than a circular letter from an official.

It is a source of great pleasure to me in going over the division to note everywhere evidences of our safety committee's influence. Improvements are seen from one end of the division to the other; all this is the result of the enthusiasm being effervesced by our committee.

The intelligence, conscientiousness, persistence and perseverence governing their actions, is of the highest, and with my congratulations to the officials in selecting such an efficient body of men, I close gentlemen, only wishing you the success that your noble efforts merit.

P. S. On a certain road two passengers were about to board a train, and the agent took very little interest in them and permitted them to board the train on the wrong side. This being double track made it very dangerous, account of being on the time of another train, which would have had to round a curve before coming

into view of the station and the lives of those two passengers would have been endangered. This, I believe, should be a lesson for station agents and other employes to prohibit this careless piece of work.

DUST OF THE SUMMER RUSH.

There are places in this land of ours where silence reigns supreme;
For instance, at a Quaker meet a sigh sounds like a scream;
But beside the Hudson River where the boats glide to and fro,
Is a spot where noise is plenty, and they're always on the go.
If you're looking for excitement, you can find its culmination
On a Saturday in summer at the Jersey City station.

Now this self-same Jersey station I presume you're all aware
Is the place where weekday mornings our commuters from Montclair,
Tenafly, Hohokus, Rutherford, Glen Ridge and Woodcliff Lake,
Leave the trains and bound NewYorkward, either tube or ferry take,
And we have to have them in on time—and so there's tribulation
On a Saturday in summer at the Jersey City station.

Now for years it's been the custom on the island of Manhattan,
Also Brooklyn, in the summertime, lest bold mosquitoes fatten,
For a few odd tens of thousands to forsake the city's heat,
And in rustic haunts to gather, where the air is pure and sweet.
So they pack their trunks and handbags and start out for a vacation
On a Saturday in summer from the Jersey City station.

So from eight until nine-thirty on a pleasant weekend morning
You can find large drops of moisture poor Bill County's face adorning,
As he swears and waxes frantic, moving like a busy bee:
"Now, where in the name of goodness are those cars for Forty-Three?"
He has One Ninety-Five backed in, which starts the celebration
On a Saturday in summer at the Jersey City stati

"Mister, where's the train for Hankins?"—"Where is car One Hundred?" then,
"I want to go to Greenwood Lake"—"Your train is on Track Ten."
"Does Train One stop at Callicoon?"—each whitecapped usher's busy,
And Stationmaster Swan and force you's think would all grow dizzy
In keeping things all going—there is life and animation
On a Saturday in summer at the Jersey City station.

Huge loads of baggage rumble by—express and parcel post,
And filled to overflowing every car its load can boast.
The big K-4 is coupled on—the air is tested, too,
And "All aboard" sounds loud and clear—belated ones dash through
The gates—the signal shows—they're off—oh, there's elation
On a Saturday in summer at the Jersey City station.

As I remarked some time ago, there are some quiet places,
We'll hunt them up when summer's o'er and calm once more embraces
Our daily task of handling thirty thousand pleased commuters
Who I feel safe in saying, to a man are Erie rooters
We're busy but we're happy—and so ends this explanation
Of a Saturday in summer at the Jersey City station.

SPARKS AND THE ODOR.

Every boy who has struck flints together to make sparks knows the typical odor that arises from the clash. He also knows that the whiter the flints the more smell they emit. This phenomenon has been observed for centuries, but scientific men have been at a loss to account for it. Many explanations have been given, but experiment has proved all of these to be erroneous. Recently, however, two Italian scientists, the brothers Piccardi, demonstrated that the smell of spark emitting flints is due solely to the minute quantities of organic matter that are upon the stone and that are burned by the sparks. This organic matter need be in only the most minute quantity, such as may be left by water in which lichens, weeds or water plants have decomposed, for the olfactory nerves are so exquisitely sensitive that they can detect the burning of almost infinitesimal bits of matter. The delicacy of these nerves is proved by the fact that even after the pebbles have been washed in lye the smell of burning can still be detected. But if the pebbles be heated in fire and then struck together at points that the hands have not touched there is absolutely no odor at all.—New York World.

An Irishman went into a jeweler's shop to buy a clock. The assistant, after showing several clocks that did not seem to please, brought out an eight-day clock.

Assistant—This clock will go eight days without winding up.

Irishman—Sure and begorra, if this clock will go eight days without winding, how long will it go when it is wound up?—The Railway Conductor.

Assistant—Mr. Grumbley writes: "I don't see how you can have nerve to sell your worthless remedy for 50 cents a bottle."

Manager—Well, strike out "have nerve to" and "worthless" and put the letter in our testimonials.

—Christian Intelligencer.



FOUR PIECES FROM THE NEW EXCLUSIVE SERVICE.

ERIE DINING CARS EQUIPPED WITH CHINA FROM LIMOGES, FRANCE.

IN line with the progressive spirit that is bringing the Erie Railroad so strongly into the limelight, an innovation has taken place in connection with the Dining Car Service.

New ideas are keeping apace with the advancement of Erie interests, and now the traveling public, always keen to up-to-date methods, may sit above the immaculate linen that makes the tables in the dining cars so very attractive and inviting, and, while sunlight and electric light reflect the carefully-kept silverware and glass, it impresses the patron with the idea that the Company is striving to give the best there is, with an eye always to cleanliness, that he may enjoy the bewildering selection of food provided by Superintendent of Dining Cars Canning, from a china service made in a pottery at Limoges, France, from which comes a grade of goods recognized the world over as the most exclusive, from the standpoints of manufacture, design and decoration.

Table china is one of the things in everyday use, that finds a warm spot in the heart of most people and the more refined the person, the stronger the desire to use the best, only. This is why the geniuses of the potteries strive from year to year to produce something just a little bit better than they were able to offer a year previous. The result is, that competition, as in other branches of industry, is keen and earnest. The purchasing public, of course, gets the benefit of the new idea.

Everybody loves beautiful china and always will. It is one of the things in use every day, and nothing can be more desirable.

It may be said, as referring to the Erie's new dining car china service, which includes all the pieces that go to make a full set, or in this case, many full sets, for china will get broken and must be replaced, that it was chosen, first with an aim to refined taste. Many designs and decorations were submitted and, after careful consideration was given all, the idea shown in the above picture was decided on.

The Haviland & Abbot Company, 49 Barclay Street, New York City, (Porcelaines G. D. A.), noted for the high grade of Limoges china they import, are sponsors for the statement, that the design and decoration chosen by the Erie people, are among the neatest and most refined offered this season.

As it was not possible to suitably describe the new service, without the aid of the Haviland & Abbot Company, a member of the Company extended that courtesy, that the account printed here might be absolutely correct. Following is what was furnished:

"The Erie Railroad has just placed in its dining cars a new table outfit, which is equal to anything in the country, and which marks a long step in advance in dining car service. The ware itself, is of the choicest Limoges china, being the same as is used by the Ritz Carlton Hotel, Delmonico's, Hotel Gotham, Rector's, New York City; New Willard, Washington; Blackstone, Chicago, and other first class hotels.

"It is decorated with a beautiful floral design in delicate colors (green and pink), and bears on each piece in script, the name of the railroad, 'Erie,' as shown in the illustration.

"The outfit is notable, not only for the choiceness of the ware and the beauty of the decoration, but also for the number of articles contained in it, which are in many cases exceedingly novel, and manufactured especially for this order.

"The goods are of the famous G. D. A. Limoges china, whose factory was founded in 1797 and in the past century has produced some of the handsomest wares well known in that pottery center, and imported by Haviland & Abbot Company, who furnished them to the Erie Railroad through Messrs. L. Barth & Son, of New York City."

MR. CLUM IS ACTIVE HEAD.

Mr. L. V. R. Clum, Chief Clerk, Car Record Department, and for the past two years Chairman of the Railroad Men's Improvement Society, is now the active head of the Publishing Committee and is busily engaged in promoting the advancement of the Society by bringing it to the attention of all those engaged in railroad work in the several lines centering in New York City.

As the membership has now reached about 200 it can be readily understood that Mr. Clum and the other officers are in thorough accord with the byword, "Advertising Pays", and, as the Committee has done the advertising it asks you to attend the meetings and see the goods they have to offer.

RAILROAD MEN'S IMP. SOC'Y.

The fourth year of the course of lectures given by the Railroad Men's Improvement Society, opened auspiciously on Thursday evening, October 9th, at the Trunk Line Rooms, 143 Liberty Street, and the large attendance listened with great pleasure to an address by Dr. Wm. H. Lough, Vice-President, Alexander Hamilton Institute and member of Faculty of New York University, entitled "The Business Man of Yesterday and Today."

The enthusiasm evinced by the members, shows that the Organization is starting on its banner year and it predominates as a pioneer and distinctive organization, furnishing to those engaged in the pursuit of railroad work, a chance to secure the "opportunity" which the sages tell us knocks at every man's door.

Mr. H. M. Wade, General Baggage Agent and Agent, Mail Traffic, Erie Railroad, will speak on "The Relation of the Railways to the Post Office Department," at the second meeting to be held October 23rd at 143 Liberty Street, in the Trunk Line Rooms at 6:00 P. M.

As this address will be of special interest the officers earnestly request a large attendance.

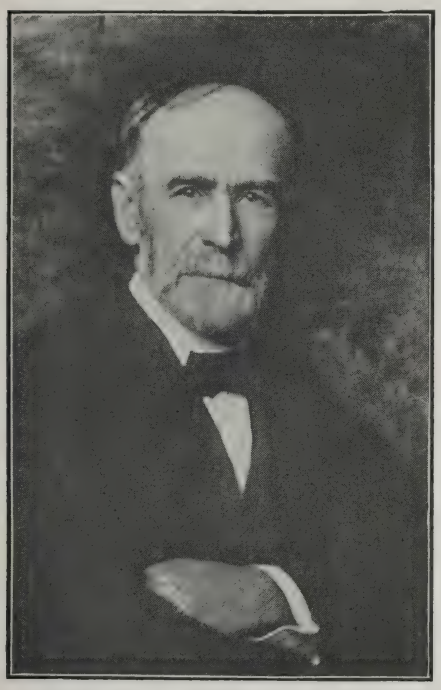
When you find a man whom people call lucky, you have found a man who is always on the job and always ready for the new opportunity. That is what there is to his luck.

AN UNUSUAL RECORD.

Although a sketch of the career of Engineer William L. Wright of the Cincinnati Division, appeared in last month's issue, it is repeated here because a photograph of Mr. Wright was not obtainable to accompany the original story.

Fifty years is a long time for a man to serve a railroad company in the somewhat dangerous calling of fireman and engineer, but Mr. Wright holds that record, and during that long period was never injured, nor did he cost the Erie anything for accident or damage resulting through his own negligence.

Engineer Wright is regarded on the Cincinnati Division as being a remark-



WILLIAM L. WRIGHT.

able man, for the passengers riding behind him were always safe in his care. This compliment comes from so well loved a man as C. A. Allen, who, for 25 years, was superintendent of the Cincinnati Division, and was a personal friend of Mr. Wright.

In eulogizing Engineer Wright's career, Mr. Allen says:

"His retirement from active work closes the career of a remarkable man. I say a remarkable man, because there are but few, if *any*, 'knights' of the footboard who can claim as he, with pride, honor, and distinction, the enviable record of having run his engine with such care and regard for the safety of the thousands of passengers entrusted to him, as to close his career, after all these years, with such a clean and distinguished record.

"Twenty-five years of this service was performed under me while I was trainmaster and superintendent. It is a profound pleasure for me to have the opportunity of proclaiming the efficient work of Mr. Wright. I have always had implicit confidence in him, and felt when he was on the road, every duty imposed upon him would be discharged to the minutest detail. His faithful record shows that the confidence was not misplaced or abused. His exemplary life is worthy of the emulation of those who are to follow in this great railroad work.

"Mr. Wright has a family of successful sons, and a daughter, of whom he is exceedingly proud, and well may he be. I, with his many personal friends, wish that he may be spared to enjoy them all for many years to come, and that he may have the pleasures of a complete rest from the arduous duties of the locomotive engineer, a privilege he has so justly merited."

One of Mr. Wright's sons, William, is a successful physician in Rio Janeiro, Brazil, and on the occasion of a recent reception given by the Brazilian Minister of the Exterior to the American Ambassador at the President's palace, he was one of twenty Americans invited.

Another son is engaged in the coal business at Dayton, Ohio, and has routed at his father's solicitation, 500 cars of coke from Youngstown district to Dayton, via the Erie Railroad, a fact which is well worth mentioning here, as showing the loyal spirit.

At the time of Mr. Wright's recent retirement, he wrote the following letter to his old superintendent, Mr. C. A. Allen:

Dayton, Aug. 6th, 1913.

C. A. Allen,

Dear Sir:—At your request I am sending a newspaper account of my service, and the only thing that I would add is that all firemen who served any length of time with me have made good as locomotive engineers.

Today I secured the shipment of some 400 or 500 cars of coke, Youngstown to Dayton, for the Erie. This has been coming via the Penn. lines.

All I want is that my daughter's name be placed on my annual pass. Can you do anything about it?

I am yours fraternally,

Wm. L. Wright.



THEY PROTECT ERIE PROPERTY AGAINST LOSS BY FIRE.

MEADVILLE TEAM WINNER OF ERIE TROPHY, BINGHAMTON, N. Y., JULY 23, 1913.

1, A. Carmont; 2, N. Poux; 3, A. Miller, Captain; 4, J. E. Merkts, Foreman and Manager; 5, C. M. Moseley, Engine Dispatcher; 6, F. Miller; 7, C. Kramer; 8, E. Morris; 9, C. Munhall; 10, A. Southerby, General Foreman; 11, T. J. Cole, Master Mechanic; 12, F. Boyersmith; 13, A. Teifer; 14, E. Yarger; 15, Leslie Davis, Mascot, on carriage.

MEADVILLE'S WINNING TEAM.

In last month's issue appeared the illustrated story of the Erie Shops Fire Department annual tournament, which occurred at Binghamton, N. Y. In another part of the Magazine appeared a smaller story telling of the unalloyed joy manifested by Master Mechanic Cole when he heard from Binghamton that his boys had won, and how he posted a notice on the bulletin board announcing a half holiday in honor of the victory.

And this wasn't all. The City of Meadville, with the co-operation of His Honor, Mayor Graff, quickly devised a celebration and when all was ready the victorious team lined up, and with the aid of the local fire department, civic organizations and the department heads of the Erie's great Meadville shop plant, a parade through the principal streets took place and the city enjoyed a celebration that its residents will not soon forget.

The team that caused all this excitement may be seen in the above picture, and no one will deny that they are a husky and wide-awake looking lot of boys. It appears just like a winning team and every other team on the Erie System rejoices with Meadville in the victory that they won fairly and squarely.

The photograph from which the above picture was made, was posed specially for this Magazine and taken by one of the cleverest camera men in this country, Mr. James E. Bailey, official photographer of the Erie Railroad at Meadville, whose work is recognized and endorsed wherever seen.

THE SECTION HAND.

By George Fitch.

Railroads can be operated without presidents or private cars or union stations, but they would have a hard time getting along without section hands.

A section hand is a tired man in blue overalls who manicures the railroad right of way. His duty is to give engineers heart disease by toiling diligently upon a track until the cowcatcher of the on-coming train brushes his jacket as he steps aside.

Nothing can exceed the diligence of the section hand when a train is approaching. A conscientious section hand will save up work all morning in order to have enough on hand to keep him busy in the middle of the track when the Cannon Ball Express is trying to get by.

Section hands work for $1.40 a day and travel to and from their job on private cars. The section hand's private car has four wheels and a double-action hand motor. When the section hand takes off his coat and works hard he can travel 13 miles an hour on his fiery steed.

When times are hard and the owner of a railroad finds that he can't afford to keep his private yacht in commission he cuts the pay of the section hand to $1.10 a day and the latter says

nothing, not having learned the English language as a rule. Section hands have saved hundreds of American railroads from bankruptcy by getting their pay cut to $1.10 a day.

Section hands are so called because they work with their hands and let the roadmaster do the worrying. The section hand wears a shovel all day and takes it to bed with him at night. When he lays aside his shovel it is a sign that he is ill and unless something is done for him soon he will fade away. No one has ever seen a section hand in a hurry. If the section hand should hurry he would do so much work that the President of the road would cut one man out of each crew and would get his salary raised for effecting the economy.

Some section hands become managers of railroads when they grow old, but most of them become grandfathers and let it go at that.

SOME PIANO PLAYING.

"I was loitering around the streets one night," said Jim Nelson, an old engine driver. "As I had nothing to do, I dropped into a concert hall and heard a sleek-looking Frenchman play a piano in a way that made me feel all over spots. As soon as he sat down on the stool I knew by the way he handled himself that he understood the machine he was running.

"He tapped the keys up on end, just as if they were gauges, and he wanted to see if he had water enough. Then he looked up as if he wanted to see how much steam he was carrying, and the next moment he pulled open the throttle and sailed on to the main line as if he was half an hour late.

"You could hear her thunder over culverts and bridges and getting faster and faster, until the fellow rocked about in his seat like a cradle. Somehow I thought it was old '36' pulling a passenger train and getting out of the way of a 'special.' The fellow worked the keys of the middle division like lightning, and then he flew along the north end of the line until the drivers went around like a buzz-saw and I got excited.

"About the time I was fixing to tell him to cut off a little, he kicked the dampers under the machine wide open, pulled the throttle way back in the tender, and how she did run! I couldn't stand it any longer, and yelled left side, and if he wasn't careful he'd to him that he was pounding on the drop his ashpan.

"But he didn't hear. No one heard me. Everything looked flying and whizzing. Telegraph poles on one side of the track looked like a row of cornstalks, the trees appeared to be a mudbank, and all the time the exhaust of the old machine sounded like the hum of a bumblebee. I tried to yell out, but my tongue wouldn't move.

"He went around curves like a bullet, slipped an eccentric, blew out his soft plug, went down a grade fifty feet to the mile, and not a controlling brake set. She went by the meeting point a mile and a half a minute and calling for more steam. My hair stood up straight, because I knew the game was up.

"Sure enough, dead ahead of us was the headlight of a 'special.' In a daze I heard the crash as they struck, and I saw cars shivered into atoms, people smashed and mangled and bleeding and gasping for water. I heard another crash as the French professor struck the deep keys away down on the lower end of the southern division, and then I came to my senses.

"There he was at a dead standstill, with the door of the firebox of the machine open, wiping the perspiration from his face and bowing to the people before him. If I live to be one thousand years old, I'll never forget the ride that Frenchman gave me on the piano."—Australian Musical News.

WAS AN UNBELIEVER.

"Do I believe in lawyers?" said the little man bitterly. "No, sir; I do not."

"Why not?" asked his companion.

"Because a lawyer never says right out what he means," retorted the small man viciously. "He twists things about so. Suppose he wanted to tell you that two and two make four, he'd begin: 'If by that particular arithmetical rule known as addition we desire to arrive at the sum of two added to two, we should find—and I say this boldly, without fear of contradiction—I repeat, we should find by that particular arithmetical formula hereinbefore mentioned—and, sir, I take all responsibility for the statement I am about to make—that the sum of the two given added to the other two would be four.'

"No, sir," finished the little man coldly, "I do not believe in lawyers."

It's an easy matter to forget an injury, provided you don't keep forgetting you have forgotten it.

DON'TS THAT ARE WORTH REMEMBERING.

From Our Delaware Division.

Don't ever forget that safety is first. Always attend first of all to those things which, if neglected, may contribute to accident.

Don't put off work which you have to do. Act promptly.

Don't waste time. Time is the capital of labor, and every timekeeper knows it has a real value to the railroad company in dollars and cents.

Don't withold your best effort. Capability is judged by performance, and if a man does not do his best, how may he expect his superiors to know what he can do.

Don't overlook opportunities. These are constantly presenting themselves in railroad service and furnish steps to success.

Don't be industrious only and necessarily expect commendation. Combine common sense with effort. A dog barking and tiring himself out trying to climb a tree after birds, doesn't illustrate efficiency.

Don't hurry more than is possible to do work well. Haste to get through often results in a poor job.

Don't leave a water crank spout facing current of traffic after taking water. Personal injury or damage may result.

Don't use a wrench for a hammer. A wrench is not a good hammer, and using it for one frequently spoils a good wrench.

Don't ever proceed when in doubt. Be certain before going ahead and being so you will be safe.

Don't run hand cars without finding out about trains. Safety measures may be counted on to save the most time with certainty in the long run.

Don't pile baggage up on baggage trucks so high that it may strike overhead obstructions under station awnings. Overhead leader pipes or braces may be damaged, or trunk or package be knocked off, or fall and be damaged, or cause personal injury.

From Our Cincinnati Division.

Don't place torpedoes on track near public crossing; this might cause injury to some one.

Don't get on a car where you know the grab iron is loose.

Don't hesitate to go back the proper distance to flag. It is far more important to protect the rear of your train than to cause a few minutes' delay.

Don't try to open knuckles when cars are about to come together.

Don't get careless in walking through yard. Many people are run over by trains. You may be the next if you don't use your eyes and ears.

Don't fail to relight switch lamp that occasionally goes out while handling the switch. It may prevent an accident.

Don't fail to watch the top and side of your train for loose boards or material projecting and liable to cause injury to or accident to brother employes or passing trains.

Don't fail to have men on top of cars while setting them off in yards or other places, especially after dark, so signals can be observed by crew at the other end leaving cars. This will prevent many accidents.

Don't get into the habit of disregarding caution signals because you think that the condition which required the placing of caution signals has been improved or eliminated.

Don't assume that the shop force have closed the ash hopper slides. Make sure before leaving that they are properly closed.

COULDN'T COUNT THEM IN.

Two little boys went out nutting one day, and as they were coming home they passed a graveyard, and climbed over the fence to count their nuts and divide them equally between themselves. But as they climbed over, two nuts fell on the outside of the fence and they said, "We will get those when we come back."

They began in a slow, sing-song voice, "One for you an' one for me—an' one for you an' one for me," when a negro passed by and heard them, without seeing them. "Lawd— a massy. "Dat's de Lawd an' de debil in dere a-countin' out de dead," thought he, and with his hair on end, ran as fast as he could till he met a white man who asked him what the matter was.

Sambo told him, but he laughed, and, taking the poor fellow by the arm, he led him back to the graveyard to investigate matters.

The voices were still going—"One for me an' one for you, an' one for me. An' that's all. But now we'll go and get the two outside."

It is said that white man beat the negro running.

A friend in word is not always a friend in deed.

THE MAN WITH A DIURNAL GROUCH.

Some men make a study of how they can be genial with their fellow-men, while others go out of their way to be disagreeable.

The trait of making friends is one that WINS and the man who possesses that trait cannot be kept in the background, any more than the man who HUSTLES to gain a goal.

CONGENIALITY is a wonderful human trait and he who is congenial wins without trying.

The man with a grouch every day in the year is jeered at, ridiculed, despised. He is the man from whom other CONGENIAL men keep aloof, as they do from pestilence.

A railroad man with a grouch is as dangerous to his company's interests, as one who shirks duty, for one loses friends, while the other is a mere faker. Neither "MAKE HAY WHILE THE SUN SHINES" and railroads must make hay ALL THE TIME, if they would thrive and meet obligations.

You often hear patrons of a railroad, especially commuters, who, through daily contact, become well acquainted with train crews, remark, "Smith, the conductor, or Brown, the trainman, is an awfully nice fellow; he is so obliging, polite and cheerful, it's a pleasure to ride with him."

Again you sometimes hear a patron remark, "I don't pay any attention to that fellow Jones, or that fellow Wilson; he always carries a grouch and acts as though he hated himself."

It's just the difference between men of good, kind natures and others who always carry with them the snap and growl of a vicious dog.

There IS NOT any room in passenger train service for the uniformed employe with a GROUCH. Once upon a time when engines burned cord-wood the crews of passenger trains actually OWNED them and woe betide the passenger who asked a civil question. That, of course, didn't apply to all crews, but the ARROGANT trainman was the foundation on which humorists depended largely for the building of jokes.

Not so now, except OCCASIONALLY, for eternal vigilance on part of officials in the train service, has resulted in CULLING OUT the grouches and making passenger train service PRETTY NEARLY what it should be.

While the personnel of passenger train service is of much higher calibre than it once was, yet there are still a few who believe that flies are more easily caught with VINEGAR, than MOLASSES.

The fact that SOME travelers with diurnal grouches try the patience of trainmen, is no reason why trainmen should retaliate. The EASY, QUIET, REFINED WAY is the way that WINS. And it makes the offender feel ashamed of himself, even though he doesn't show it. It makes him feel that YOU are more of a gentleman than HE and he THINKS IT OVER.

Railroad officials are told things; they are often told that such a trainman is painstaking and affable, or is the OPPOSITE. These reports are EFFECTIVE. A man often receives promotion through his polite traits; the GROUCH invariably remains in the BACKGROUND.



A-CLASS APPRENTICES, ERIE SHOPS, DUNMORE, PA.

Top Row, reading from left to right—J. Sacco, A. Deykes, L. J. Preston, C. B. Miller, L. L. Bunnell, J. Setzer, C. C. Hagblom, F. J. Baska.

Centre Row—R. Oliver, R. Moffat, H. B. Wert, W. E. Rossar, B. W. Edwards, F. Kaufmann.

Bottom Row—M. J. Keller, J. P. Burkhart, W. Wagner, L. Prall, G. E. Greaves, H. W. Dillon.

The average service record of the A Class is as follows:

Shop efficiency, 90% for one year.

Standing in mathematics, 90% for one year.

Standing in drawing, A for one year.

Standing in personality, A for one year.

Days worked, 90% for one year.

Two graduates are now employed as journeymen.

TEMPERANCE, INTEMPERANCE AND RAILROADING.

By George Freed, Train Baggage Agent, Chicago Division.

MUCH is being said today about intemperance among railroad men. While, no doubt, sometimes it is exaggerated among people who do not get in touch with men employed on railroads, there is no doubt some room for complaint.

In the early days of railroading, a moderate drinker both on and off duty was tolerated, to some extent. Recent events, however, have made great changes in this special rule, which has "hit" some employes pretty hard on several railroads. Men have been taken out of service for violating this rule. Railroad companies, in order to convey the impression that they do not tolerate intemperance among employes engaged in train service, have not only amended rule No. 257, but are vigorously inforcing the rule, as amended, nor can anyone blame them for doing so.

If there is any business which requires a cool and steady head, and a clear conception, it is the railroad business. The time is near at hand when no employe can drink, even moderately, before going on duty. There is no middle ground between bad habits and absolute freedom and safety. The railroad officials have taken a firm and unmistakable stand for sobriety. No one can stay in the employ who habitually transgresses the laws of sobriety, yet how many think they are perfectly safe to take an occasional drink.

This "confidence" of once in a while, if kept up, will finally lead to capture. "When drinking interferes with your work, cut out work." This bit of

post-card advice, has caused many a man to grin sheepishly and then do some hard and not altogether pleasant thinking. That oil and water will not mix is agreed by all, but it is just as impossible to mix "booze" and railroad work, as it is the other two ingredients.

Railroads today need men who can think carefully; men whose minds are well balanced; men whose brains are not befogged with beer, nor inflamed with any other intoxicant.

Silent men who think and act are to be desired more than men who talk like the "babbling brook," which is always shallow. Carelessness, heedlessness and intemperance cost the railroads of this country great sums of money each year, which should show on the balance sheet of carefulness. In order to end the expense of carelessness, an effort each day, to do at least one thing right, would go a long way toward making life easier and character better.

Thinking is one of the best cures for carelessness, but doing is still a better tonic. To think that a thing should be done right is a good impulse, but to strive to do as it ought to be done, is still better.

Men who are enslaved by habits such as drinking and cigarette smoking, are in a far more fearful condition than those whose bodies are owned by another. Our jails, almshouses and asylums are full of these victims. Let us prefer honor to degradation, prosperity instead of poverty.

The defeat of a habit is possible, only by the use of will power. Pure thoughts, a firm confidence in the wisdom and laws of the Omnipotent, to strive to be right in every action, no matter what the cost; when the mind is so influenced, a habit has no power.

ROMANCE OF AN ERIE BOX CAR.

THAT Cupid doesn't always shoot just in a straight line, however potently, and that some of his darts can wander from coast to coast, over bridges, through tunnels, over prairies and under mountains and then suddenly strike, was proved when Miss Margaret M. Barker of Pittsburgh, Pa., was granted a marriage license in Minneapolis, Minn., to become the bride of Ernest Noon, a Minneapolis switchman, living with his mother at No. 2325 Fourth street North.

The romance of "The Box Car Bride," as the couple's friends call her, is one that will gladden the hearts of countless young girls and pales into insignificance Laura Jean's best.

Something more than a year ago, it seems, Miss Barker's young brother scribbled her name and address upon car No. 26543 of the Erie Railway. For twelve months or more it journeyed, making, so the records show, something more than 23,750 miles. Then it came to Minneapolis and Switchman Noon noticed the name and address.

Of course it was ordained that he should, and the same fate ordered him that same evening to send the young woman the prettiest postcard he could find. And he did. and she sent one in reply.

More cards were sent, photographs exchanged and the other day Miss Barker herself was an earnestly invited guest to the home of Mr. Noon's mother. A marriage ceremony followed.

"Why," said she, "we just couldn't help being happy, how could we?"

The box car bride is twenty, quite good looking and is a graduate of a Pittsburgh High School. Her mother, she explained, approved of her coming, as the expectant bridegroom could not get away to go East.—N. Y. Evening World.

DIDN'T SEEK BUSINESS.

P. V. Daniel, "Virginia Gentleman," was one of the general officers of the old Richmond, Fredericksburg and Potomac Railroad.

Even in those days before the Civil War the road was prosperous, and at a meeting of the board of directors some progressive introduced a resolution to reduce the rate for passengers from 17 to 11 cents a mile.

Instantly Daniel, who was chairman, declared the motion "out of order."

"Why?" protested the patron.

"Why?" thundered Daniel. "If you do that you will have every rag-tag and bobtail in the state of Virginia riding on our road. That's 'why'!"

The resolution was unanimously tabled.

In making impressions see that the first impression is a good one. In receiving impressions, do not allow yourself to form a permanent opinion based upon a first thought.

TRAINING RAILWAY APPRENTICES.

By H. E. Blackburn, Instructor of Apprentices, Erie Shops, Dunmore, Pa.

ACCORDING to the Manual Art Press, of Peoria, Ill., a paper devoted to vocational education, the first trade school was started in 1829 by Baron de Hirsch.

Peter Cooper is credited with starting the famous Cooper Union School in New York City, in 1859, and no doubt this was the first free-trade night school in the United States.

John Purcell of Argentine, Kansas, formed a class of thirty-two shop employes in 1899 at the Santa Fe Railroad shops. Twelve of these boys later on became shop foremen, and at the present time eight of these foremen are master mechanics. You often hear these men tell about the "Old Purcell School."

The Grand Trunk Railroad started the first Railroad Apprentice School at Battle Creek, Mich., in 1902. The Santa Fe Railroad started to educate all the apprentice boys on its system in 1905.

Other railroads, seeing the success that the Grand Trunk and Santa Fe lines were having with their apprentice schools, soon fell in line, and at the Master Mechanics' Convention at Atlantic City in 1909, the matter of education for the apprentice boys was freely discussed, and steps were taken to endorse a policy to meet the demand for skilled mechanics.

At the General Foremen's Convention, which met in Chicago this year, the committee appointed to take up the apprentice question, reported as follows:

Twenty-five railroads had apprentice schools, embracing 168 shops, employing 61 teachers, in instructing 4,925 boys.

Seventy per cent of the boys who started in to learn the trade finished, and 77 per cent of the boys who finished their time, stayed with the railroads as journeymen.

The committee also stated that the teacher, as a social engineer, was responsible for placing boys in the shops who were good material and agreeable help to all concerned, and that boys so obtained were of a much better class than those that were taken on as they came along.

The rapid development of the trades, and the introduction of piecework, soon made specialists of the mechanics, and in their rush to get output and, consequently, size up the almighty dollar, the boys whom they formerly coached, were soon forgotten. The boys then looked to the foreman for help, but the foreman, also, had new duties placed upon him too numerous to mention, and as a last resort, the boys just stood by and looked on, as it were, without knowing the reason why such a job was done so and so.

To overcome this new condition, the railway officials began to place practical mechanics in their shops to teach the boys the what, how and why of the trades.

Judge Linsy of Denver, who is an authority on boys, says: "You take a long chance on recommending a boy as good material for some one branch of the trade, when the boy is only sixteen years old, and the public school system should have some form of trade work in it, so as to sift these boys out by the time they may be compelled to work for a living; then a sixth-grade boy would be able to start on his trade, if his inclinations ran that way, at the age of sixteen."

If this boy uses his public school education, along with the railroad apprentice school shop course, he should be able to guide his hands so as to finish his trade in three years.

If he then enters the shop as a journeyman, and studies his work intelligently, he should qualify for a foremanship in six years' time. If he is not that ambitious, he is sure of a good living at the price they are paying for skilled mechanics at the present time, and if he is not a skilled mechanic, he is "strictly in wrong," for, with all the apparatus and teachers to show him, there is no excuse for the half-baked mechanic, for unskilled labor is now only employed where muscle and brawn counts.

It is an old and true saying, "What you want in the minds of the men, first put in the minds of the boys," and when a teacher undertakes to handle fifty boys, two-thirds of them, perhaps, full of the "devil" (and if they are not built that way they, as a rule, seldom make good), he is up against a serious proposition.

To obtain the good will of a few offenders, who will do tricks seemingly mean, but, really, without malice, is to study each boy separately.

The only way to handle boys, as a class, has not been discovered as yet.

Scientific management has not helped this problem any, as yet. The only way to handle a boy thoroughly is to put yourself in the boy's place, and remember how it fared with you when you were "going some" in the shop in your early days. You must be as fierce with the boy as you can, without hurting his feelings, for if you hurt his feelings, or any other part of his makeup, you are liable to make him a hero in the eyes of "his gang." A good rule with the boy is, that he will never take to you until you can overlook some of his tricks.

Of course, natural inborn cussedness will crop out of the average boy now and then. It did with you, and it always will with boys who amount to much later on. Check up on the model young men of your youth, and see how many of them ever fought their way to the top. You will always find the worst "devils" looming up later on.

Laying boys off doesn't help matters any; in fact, some boys obtain their Summer vacation that way. Mother wit and good common sense is a good combination to lick boys with.

If a boy spoils a piece of work, after you have taken considerable pains to show him about how it should have been done, don't "fire up;" find him another piece of material, and keep him interested, as long as he does not become "sassy." If he is so inclined, place him on some other work—something that he does not like, such as snagging castings, and tell him why he is there, until you get his "goat."

On the other hand, if a boy does a piece of work well, compliment him on it, and move him on to a better class of work, and tell the boy who is asleep at the switch, why he has been sidetracked from the good grade of work. Perhaps there is a circus day you could rob him of to further help him to pull out on the main line again, and when he gets busy again, give him an important job to make up for lost time.

There always will be boys whom you can tell several times, before they will see the point. There is a vast difference between this grade of boys and the class you have to tell three times before they want to see the point. Then there are a few boys you only have to tell the first time, and they understand what you want. It is wise to pick out one of these boys for an assistant teacher, in case you wish to lay off some day to see what the other teachers are doing.

Occasionally you run up against a boy (let us hope only one), who knows it all, without being informed. This boy is a hard proposition to handle. Let him figure out something you can't do yourself. It will please the boy, and perhaps enlighten the teacher; anyway, his mind will be busy.

Coaxing boys to be good, is a poor form of discipline. Awarding prizes is expensive, and the boy works for the prize only. Intimidating him is also a very poor practice. It is much better form to find out what his pet hobby is, and to interest him along those lines, until you can arouse his curiosity, by direct application to models and the up-to-date problems of the day. Talk baseball or football in season, but don't fail to show him how the balls are made. You should know these little things, and you will if you read the many trade journals of the present day. You will never graduate from the school of experience, and the boy is not much interested in what you did yesterday. He wants something new for to-morrow if you are to keep him on the list of improvements in your school.

An effectual means of interesting the boys is to pass out various trade journals and catalogues of modern tools and machinery, and it is certainly a cheap, up-to-date form of circulating library. It helps the boys in forming a taste for technical books, and trade journals; also the printer. Later on it fosters the spirit of self help, and a desire to know more. To say the least, it is much better than to force some out-of-date text book upon the boy, at a price he is unable to stand.

Trade training, with intellectual development, is the only way to form a clear understanding of the reason for doing the work as it should be done.

Manual dexterity is purely mechanical and a boy soon becomes tired, unless industrial intelligence is mixed with his work. Mental laziness is the correct term for boys who like to work without thinking. Their motto is, "The more I work, the more I receive."

It is much better to explain what kind of a horse James Watt used when it lifted 33,000 lbs. Tradition has it that a heavy brewery horse (whatever that is) was used, and that the weight was raised from the bottom of a well. By pulling horizontally

on a rope passing over a pulley, it was found that a horse could raise a weight of 100 pounds while walking at the rate of 25 miles per hour, or 220 feet per minute. This is equivalent to 22,000 foot pounds per minute. Watt, like all engine builders, added 50 per cent more so as to make sure, thus 33,000 pounds leaves the sporting class of boy in doubt, unless it is explained correctly and not like the formulae below:

$$o = \frac{f \times v}{33{,}000} \qquad f = \text{Tractive effort}$$

$$= \frac{f \times v \times 5.280}{33{,}000 \times 60} \qquad v = \text{Speed in miles per hour}$$

o = Horse power

$$\text{or: } o = \frac{f \times v}{375} \text{ Horse power}$$

It is well to show the boy that a foot pound is the force required to raise a weight of 1 pound a distance of 1 foot in 1 minute before you talk about 30 horse power engines. It is also well to show the boy that 90 degrees of heat on a thermometer does not mean the amount of heat or pressure in the air, but the degree of heat only, for 1 degree is the actual quantity of heat required to raise 1 gram of water 1 centergrade in temperature.

Then show the boy where the much-talked-about and seldom understood B. t. u., or British thermal unit, comes into use.

If water freezes at 32 degrees and boils at 212 degrees, it will take the difference, or 180 degrees of heat, or 1.80 B. t. u., to melt 1 pound of ice and to boil the water.

Arithmetic, as taught in the public school, defines a right angle triangle as follows: In a right angle triangle, the square of the hypothenuse (whatever that is), equals the square root of the base, plus the square of the vertical height, or calling the vertical height "A," the base "B" and the hypothenuse "C," we say:

$c^2 = a^2 + b^2$ OR $c = \sqrt{a^2 + b^2}$

But, as we know "C" to be 2 inches and the base "B," 1 inch, we must find "A." Transposing the formula we have:

$a^2 = c^2 - b^2$ OR $a = \sqrt{c^2 - b^2}$ AND

$b^2 = a^2$ OR $b = \sqrt{c^2 - a^2}$

THEN $a = \sqrt{4 - 1} = 1.733$ INCHES

THIS $\times 1 = 1.733$ SQ. INCHES

Now, in shop practice, to save paper, time and pencils, to say nothing about your health, they cut out this "hot air" and multiply the height by the base and divide by 2. If you want a boy to hate you, use school arithmetic, but if you are after a life-long friend, show the boy the shop edition.

Don't let a boy use up a pad of the company's paper in finding that the areas of 350 tiles, 12 inches square, are the same as 700 tiles, 8 x 9 inches. Show him that he can work it out in his head, about two 8 x 9 tiles having the same area as one 12 x 12 in.

Ninety per cent of the problems on electricity can be worked out by the ordinary mechanic, so that he can get a fair knowledge of the coming power, and if you don't wake up to this fact, they will be running electric engines by your house, without you knowing what the trolley wire is made of.

Volts, amperes, watts and kilowatts are as foreign to most machinists as hydrostatic pressure, steam horse power, brakes and superheaters are to the electrician.

The volt is a unit of electro-motive force, the same as the pound pressure on a pressure gauge, thus 200 volts current is like 200 pounds pressure of water flowing through a pipe.

The ampere is the unit of measuring the quantity of electro-motive force, or electricity used, or, what is flowing through the wire, the same as the pounds or gallons of water flowing through a pipe. Thus, 200 amperes of 600 volts current has twice as much power as one using 100 amperes at 600 volts. The force or pressure remains the same, while the amperes or quantity varies.

The watt is the unit of electric power, or force, the same as the horse power on a steam engine. Thus, 600 volts and 250 amperes $= 60 \times 250$, or 15,000 watts. It takes 746 watts to make one horse power on a steam engine.

A kilowatt is a convenient reduction to measure by, like calling 12 inches 1 foot, or 150,000 watts $=$ 150 kilowatts, or 1⅓ horse power.

If you pay 80 cents for 1,000 cubic feet of gas per hour, you are getting it cheap, compared to the fellow who is paying 80 cents for a kilowatt hour's worth of electricity, which, by the way, is some price for the "juice."

The system of wiring is best compared to a pipe line filled with water and having a circulating pump coupled in, in place of a dynamo. The water pressure is the same as the voltage, and the gallons or pounds of water flowing through the pipes at the pressure is the amperes. The horse power

of the pump would compare with the kilowatt of the electric motor.

Series parallel, or full parallel, is compared to the plain, simple, compound, or mallett steam locomotive.

Most electric engines of today have four motors, the current passing through these four motors, one after the other, or what is known as the "series group class."

When the circuits are arranged so as to pass through two groups of motors, each group having two motors, they are called series parallel, or series multiple.

If four motors receive the current direct, without going through the other motors, they are classed as "full parallel."

If seemingly hard problems were explained to the boys in a plain, everyday course talk, and less of the text book formulaes used, there would be less of a class of boys who are conspicuous for what they do not know.

Of course, if the teacher cannot tell a boy who regards his work as a "job," from a boy who looks on his job as his work, in order to do things so as to make a living, it is time to let some one else do the selecting of the boys, but even then you will find boys who look good at the start, who are noted later on—more for what they do than what they know. It is not their ability to turn out work, but their ability to get clear of doing any work at all. The only solution is to "get a new boy."

As a rule, sons of employes make the best mechanics, especially if they have good school training before they enter the shop. Physical fitness and mental ability are also vital requirements.

The co-operation of the master mechanic is absolutely necessary; also the shop foremen, to a man, if the school is to prosper.

100% means an excellent record.
90% " a fair "
75% " " failure "

And any mark less is a "down and out" case for the boy.

The rules best adapted for the above percentage are taken from the following examinations:

Is he prompt?
" " careful?
" " fit for the work in hand?
Does he stay with a job until done?
" " work well without help?
" " " for results?
" " do what you tell him to do?
Has he energy to do things?
" " ability to meet conditions?
" " any serious faults?
" " " bad habits?

There is but little doubt that the workshop is the only place to educate the boy. The industrial school merely supplies a thin scale education, which can never compete with the practical education in the shop.

Labor organizations are sometimes aggressive toward too many apprentices being employed, but investigation shows there are 48 trades, representing 500,000 men, who have no restrictions as to how many boys shall be employed per one mechanic.

In considering the public interest in vocational education, it will be assumed that all agree on the necessity, but differ as to the best methods to use. It should be free to start with, and compulsory to finish with, as far as the theoretical side of the training is concerned.

Andrew S. Draper puts it as follows: "It is at all times to be kept sharply in mind that the schools are not only to educate people in order that they may be educated,

"But, also, to educate them, in order that they may do things."

IN THE SPAN OF ONE LIFE.

The fact is recorded that Charles Davenport, aged ninety-seven, inventor of the locomotive cab and pilot and the builder of the first wrought-iron bridge in the United States, recently died at Zoar, Ohio.

Such facts and a little reflection show what wonderful, what gigantic strides, the world is making in an inventive and mechanical way. In that man's lifetime have come all the present railway locomotives, all the modern steel structures, both bridges and buildings—for the steel buildings were based on the steel bridge principle—and all that has come about through the employment of those principles in mechanics. A new world has been created since the beginning of his practical activity.

And can any one doubt that the next century will bring forth achievements fully as marvelous?

He scoffs at luck who never had any.

—

In the matter of expectations there is quite a difference between the consummation and the consommé.

OBITUARY.

Dennis L. Noonan.

Dennis L. Noonan, a well-known and very popular passenger conductor on the Erie's Meadville Division, died recently in Spencer Hospital, Meadville, after an illness of two months, at the age of 65 years, being survived by his widow and several children, besides other relatives.

Deceased was a member of St. Bridget's R. C. Church, from which the funeral was held. It was attended by a large concourse of friends in the Erie Railroad service, together with representatives of various organizations, of which Conductor Noonan



CONDUCTOR NOONAN AT HOME.

was a member, a fine representation being present from the Order of Railroad Conductors. The floral tributes were many, costly and beautiful. Interment was in St. Bridget's Cemetery.

Mr. Noonan was born at Lakes of Killarney, County Kerry, Ireland, July 27th, 1848. He came to America in the year 1856; he enlisted in the United States Navy in 1864, a young man. He served three years, five months and sixteen days, and was honorably discharged from the service.

His navy record shows that he served on the United States cruisers North Carolina and Valley City, and was transferred to the flagship Massachusetts and Hartford under Admiral Farragut. At the close of the war, he came to Meadville, Pa., and entered the service of the old A. & G. W. Railroad Co., now the Erie, and had been in continuous service until the date of his last illness and death. He was a member of the Knights of Columbus, Order of Railway Conductors and other kindred organizations, in which he was held in high esteem for his sterling qualities and loyalty to the interests of each. He was a good citizen, and one of the Erie's most loyal employes.

One of the grandest records a man can leave as a heritage for his children is the record written by his fellow workers and associates. Those who have known Mr. Noonan in his business and social life, knew him to be possessed of sterling qualities, as a conscientious employe, a loyal brother and a true friend, not only among his brothers in the service, where he was noted for his uniform kindness and attention to his duties, but in his family, where the kind and loving husband and father was best known. He was a man whose advice was prized and whose judgment, when required, was fairness and justice to all. His record as an executive officer of Division 32 of the O. R. C. proves this statement to be true.

In the loss of Brother Noonan, a link has been taken from the golden chain of our membership, and a loyal brother, friend and advisor has gone from our midst, but the memory of his kind deeds and tender sympathies will be forever cherished in the hearts of the companions of his labors upon the Erie System.

HENRY F. BULLOCK.

One of the best known freight conductors on the Susquehanna Division was recently killed while in charge of a work train near "C. U." tower.

Conductor Bullock came from Wurtemburg, Germany, with his parents when a lad. He took service with the Erie Railroad, first on the Bradford Division. Later he came to Hornell, N. Y., and worked in the Company's shops and later worked on the Susquehanna Division.

Henry, as he was generally addressed, was a kind and genial soul and always had a pleasant word for the boys. He leaves a widow and two children, who, with a large circle of friends and fellow employes, sincerely mourn his loss.

George M. Hughes.

George Miles Hughes, president of the New Jersey, Indiana & Illinois Railroad, died September 8, in his home at No. 194 Clinton Street, Brooklyn, at the age of seventy. He was born at Southfields, Orange County, N. Y., and when a boy became a telegraph operator for the Erie Railroad. Later he was station agent and then general contracting agent for the Erie. He went to the Chicago, Milwaukee & St. Paul Railroad, and four years ago became president of the New Jersey, Indiana & Illinois. He was a member of Ramapo Lodge of Masons and of the General Freight Agents' Association of New York.

ERIE'S EXAMPLE EMULATED.

Duluth railroad men are studying with interest rules for safety laid down by the Erie road and published in the last issue of the Railway Age Gazette. All roads are working for safety and statistics show that there has been a decrease in the number of accidents since the roads started advertising safety rules.

The following are the rules published in the Gazette:

"Carelessness never won a promotion. A man who has lost interest in his record is worse than useless—he is dangerous.

"When your rule tells you to flag, flag! Remember that many lives are entrusted to your care; you are paid to go back, and there is no possible excuse for not going back. Be sure and go back far enough. It is raining just as hard or it is just as cold twenty feet from the rear of your train as it is back 18 to 35 telegraph poles. When flagging, don't stand near a gang of men at work on track.

"An elderly or feeble person deserves and should have your most careful attention, particularly in getting on or off trains.

"When using step-box, say to each passenger, 'Watch your step, and say it pleasantly.'

"Study your time table if you wish to, but don't overlook the fact that your book of rules contains some mighty valuable reading matter.

"Never allow a squirt hose to hang outside of cab, where it might be mistaken for grab iron.

"Don't let the happiness of your own home, that of some fellow-workmen, or that of a patron of the road, be marred by a careless act of yours. The mental agony of a person responsible for injury to another and who escapes to witness the sufferings and worry of the unfortunate's dependent ones, is as much to be dreaded as personal injury resulting from such carelessness.

"Your job may not seem worth much to you, but it looks mighty good to the other fellow.

"There will soon be a next accident on the road. Someone who reads this circular will be concerned as the responsible party or as an innocent sufferer. Do you want it to be you? If not, do your part to avoid it.

"The Safety First habit is first aid to the uninjured.

"The best book on the Safety First movement, is the Book of Rules."—Duluth Herald.

JEFFERSON FLEXIBLE UNION.

The Jefferson Union Co., manufacturers of unions, has a new product, which is the Jefferson flexible union. It is suitable for working pressures up to 250 pounds.

This union is made for use where a slight disalignment of the pipes is necessary. The shoulder on nut and swivel end is made spherical and concentric with the ground ball joint, and the swivel end is allowed sufficient play in the nut. At any angle less than 5° this union may be made tight.

Like all Jefferson unions, the pipe ends are of malleable iron with Briggs standard taper pipe threads, the nut threads are coarse, permitting quick adjustment and are coated with graphite to prevent corrosion.

The Jefferson Union Co. also has issued booklet Number 10, which is called "William the Silent."

The illustrations consist of Jefferson Standard Union, style "A," and Jefferson Flange Union, with full text to explain their merits. If this booklet was not of value to users and prospective users of Jefferson Unions, and we have evidence that it is, then it is well worth sending for to read what is said about "Silent William," the Prince of Orange.

The value of experience as an investment depends on the dividends it pays.

ERIE EMPLOYES RELIEF ASS'N.

At the annual meeting of the Erie Employes' Relief Association, held at Salamanca, N. Y., on September 16th, Chairman C. W. Everts presiding, between seventy-five and one hundred representatives and members were in attendance.

A very satisfactory report was made by the Chairman, to the effect that the membership had increased during the previous year more than 1500 and now aggregated more than 5000 members.

Furthermore, that there was a surplus fund of $70,000 in the treasury and a bright prospect for the future.

The Association is about to issue a circular to Erie employes within the next few days, directing attention to the benefits to be derived from membership. It is given below for the benefit of those whom it may not reach.

STOP, LOOK AND LISTEN! YOU

Mr. Erie Man, Officer, Office Boy, Trainman, Trackman and Shopman

Are you permitting a golden opportunity to slip from you? Do you know there is an Erie Employes' Relief or Pension Association with 5,000 members, all Erie employes, with 100 employes drawing pensions at the present time, and that the Association has a surplus fund of SEVENTY THOUSAND DOLLARS and that in the event of your being incapacitated for service by accident or disease, or on reaching the age limit of 70 years, you are paid a pension of from $10.00 to $100.00 per month? Do you know that you can obtain your share of this fund by an investment of from 50 cents to $2.00 per month; your share based upon the amount of your earnings and years of railroad service with the Erie Company?

ARE YOU MARRIED?

If so, talk this matter over with your wife. There's a widow's pension which assures her a regular monthly allowance for her old age. Is there an insurance company in existence that offers such inducements? Do you know that with any insurance proposition you have to die to win, while a member of the Erie Employes' Relief Association reaps the benefits while living. Write the Secretary or any member of the Board of Directors concerning it.

NOW IS THE TIME

Not next week, nor next year. You do not know what tomorrow may bring to you. Delays are always dangerous.

GET BUSY

Protect yourself and those who are dear to you.

ACT NOW

If you wish to become a member of the Erie Employes' Relief Association and share in its benefits, sign, fill out and detach the lower porton of this sheet and send it to F. N. Hall, Secretary, Salamanca, N. Y., and he will forward you an application for membership and the By-Laws of the Association.

DO IT NOW.

GOOD FEELING AT HORNELL.

An enjoyable time was spent at the home of Mr. Thomas Hickey on Canisteo Street one evening late last month. The festivities took shape in the coming marriage of Mr. Hickey to Miss Bessie Kelly, which was to take place Sept. 30th.

Mr. Hickey very kindly invited the Foremen of the Erie Shops to his home for a stag dinner. After the spread, music was in order, after which Master Mechanic, L. R. Laizure, on behalf of Mr. Hickey's shop mates presented him with a beautiful mahogany library table, also another smaller present. Mr. Hickey very graciously entertained the guests until an early hour, when they dispersed to their homes, after giving the coming benedict much good advise and well wishes.

The following were present: Master Mechanic, L. R. Laizure; General Foreman, A. J. Davis; Asst. to General Foreman, August Fisher; Foreman; J. H. Roberts, Delancy Davis, Peter Wagstaff, A. G. Callahan, M. B. Roderick, J. F. Fitzsimmons, F. J. Stull, F. L. Balcolm, James Bathrick, H. C. Hathaway, R. B. Pebbles, Storekeeper, J. H. Karl; Chief Clerk to Master Mechanic, W. B. Claus; Chief Clerk to General Foreman, C. H. Rice; Resident Inspector, W. J. Hearons; Inspector, George Dewey.

As the street minstrel with one hand plays the guitar and with the other strikes a drum, at the same time chanting a song; so do thou perform all thy worldly duties with thy hands, but never forget to repeat the name of God with all thy heart, and thus be blessed in Him.

Even a corkscrew won't do a fellow much good unless he has a pull.

THE ERIE ROLL OF HONOR

EMPLOYES, WHOSE NAMES APPEAR BELOW, HAVE BEEN AWARDED CREDIT MARKS FOR MERITORIOUS SERVICE.

W. Rector, Engineer,
New York Division.

P. Dillon, Fireman,
New York Division.

C. Voorhis, Engineer,
New York Division.

T. J. Ryan, Operator,
New York Division.

S. Dickson, Engineer,
New York Division.

L. L. Lloyd, Station Agent,
New York Division.

C. Prussia, Fireman,
New York Division.

N. Carpenter, Asst. Sec. Foreman,
New York Division.

D. A. Lane, Brakeman,
Delaware Division.

J. A. Boyle, Gen. Yardmaster,
Susquehanna Division.

J. Hollarn, Conductor,
Allegheny Divis. ...

C. M. Alhite, Brakeman,
Cincinnati Division.

C. E. Albright, Machinist,
N. Y., S. & W. Division.

Elmer, Hay, Station Agent,
N. Y., S. & W. Division.

R. Van Vliet, Brakeman,
N. Y., S. & W. Division.

F. J. Dotter, Inspector,
N. Y., S. & W. Division.

On a recent date, while train 9, Engineer W. Rector, was running over the New York Division, and when starting from Ramsey, the reverse lever of engine 2903 could not be gotten out of corner, due to nut coming loose on reach rod, and dropping in front of running board bracket, locked lever. Engine was run all the way to Port Jervis, 59 miles, on full stroke, and made the time. This was due, as well, to clever work of Fireman P. Dillon.

Engineer W. Rector and fireman P. Dillon have received recognition for this good service.

C. Voorhis, engineer, New York Division, was in charge of train 279 on a recent date, when engine 838 developed a broken link hanger at Nanuet on the Piermont Branch. Notwithstanding this handicap, Engineer Voorhis brought his train to Suffern on time.

On another occasion while running train 279 with engine 824, engine developed a broken frame at Blauvelt, and Engineer Voorhis succeeded in bringing his train to Suffern on time.

On a recent date T. J. Ryan, operator at "X. U." tower, New York Division, discovered a brake rigging down on a car in train extra 1654, East as it passed his tower. He took prompt action to notify conductor, who stopped train and removed defective rigging.

While running train 406 with engine 912 on the New York Division, a piece became broken out of valve seat, which caught valve and pulled out yoke; this made operation of engine very defective. Notwithstanding this defect, Engineer S. Dickson brought train to Jersey City on time.

On a recent occasion L. L. Loyd agent at Graham on the New York Division, discovered a brakebeam dragging under car 59 in train 17, while train was standing at station, and had same removed before train got under way, thereby carrying out a precept of the SAFETY FIRST movement.

On a recent night several cars started to drift out of the east end of track 8 in Kelso Street Yard, Jersey City, on the New York Division. They fouled the mail car on train 2 lying on track 12 at station, resulting in some damage. This, however, would have been greater had not Fireman C. Prussia discovered the movement and gotten off 2's engine and mounted approaching cars, applying the brakes,

so as to lessen speed of cars and resulting shock when collision occurred.

While working just west of Warren Point (Bergen County Short Cut), New York Division, N. Carpenter, assistant track foreman, discovered brake-beam dragging under car Erie 49852 in train extra 3040, east, and stopped train by attracting the attention of fireman and one of the brakemen.

While keeping a lookout for possible trouble, D. A. Lane, brakeman on Delaware Division, discovered a large stone lying on track at "E. J." tower, Jackson, and removed it from right of way.

J. A. Boyle, general yardmaster at Binghamton on the Susquehanna Division, recently reported a wheel wobbling under a car in train 81, passing Binghamton. Train was stopped at Endicott, when broken truck was found on car 77625 and same was switched at "K. Z."

Robbers recently entered Scio station on the Allegheny Division, and, among other articles, stole mileage book 438,835. It was presented for passage on train 532, September 6th and was identified by conductor J. Hollarn who took it up. This led to the apprehension of the party who robbed station.

Early last month third extra 3023 west on the Cincinnati Division, collided with a freight train ahead of it at Pavonia, one car being thrown across the eastbound track. C. M. Alhite, brakeman of the train that hit, promptly complied with Rule 614 in the Book of Rules. After the accident happened, he had but a short time to get out far enough with the flag to stop train 8, but he succeeded in doing so, thereby preventing what might have resulted in an accident.

C. E. Albright, machinist on the N. Y., S. & W. Division, at Moosic, Pa., discovered that the journal box bolts on Erie car 50575, empty, had worked up through the box and were about to fall out. He made a report of the matter and the car was switched out for repairs, thereby avoiding a possible accident.

While Conductor Barrett of the N. Y., S. & W. Division was making up train at Ash Gap, Pa., Elmer Hay. agent discovered a brakebeam down on car C., B. & Q. 25145 and promptly reported same, so that car was set out for repairs.

While performing his duties as brakeman on the N. Y., S. & W. Division, Robert Van Vliet discovered a cracked wheel under car Erie 21195 at Rinkers, Pa., and promptly reported same, with result that car was set out for repairs.

Crossing Watchman Inspector E. J. Dotter of the N. Y., S. & W. Division discovered brake rigging dragging under tank of engine 9 at Paterson, N. J., which was hauling train 905 and promptly reported same.

HUSTLE FOR BARLEY.

A few remarks in favor of our popular engineer, Harry Barley.

He, being a candidate in the Engineers Popularity contest of "The Railroad Reporter and Travelers News," would say, that each and every Erie employe should get out and hustle for our jovial friend Harry.

Have noticed that Harry has 9,000 votes to his credit scheduled in the September issue of the above named magazine; must say this is very poor, considering the number of employes on the Erie and the popularity of Harry.

The slogan is, that Harry shall lead by 90,000 votes by the 15th of October, the closing day of the contest.

INSECTS THAT IMITATE.

The habit of the ostrich of burying its head and imagining that it has eluded discovery is copied after a fashion by certain insects, according to Dr. G. Rodman in his lectures on the subject of the stick insect, or bacillus rossi, which he has cultivated. These insects, which are so called because of their resemblance to dry sticks, have two fore legs which they fold completely over their eyes when disturbed and evidenty think that in so doing they themselves are lost to view. The eggs of these insects, Dr. Rodman says, take something over six months to hatch. They are only one-tenth of an inch in their longest diameter, and by some miracle an insect which at hatching is three-quarters of an inch in length is packed into them. The stick insects destroy the weaklings of their number by eating their legs.

DELICATE COMPLIMENT.

Algy—By Jove! Miss Clara, how sweet you look in white! Do you know when I saw you coming across the lawn you looked so nice I thought it was Miss Julia!

THE STOVE COMMITTEE

APPOINTMENTS.

Legal Department.

Mr. T. H. Burgess, Assistant General Solicitor.

Mechanical Dept.
Kent, O.

F. C. Watrous, piece work checker, transferred to assistant foreman car repairs, vice Louis Krall, resigned.

C. R. Wesley, timekeeper, transferred to piecework checker, vice F. C. Watrous, transferred.

J. E. Clark, timekeeper, vice C. R. Wesley, transferred.

J. C. Scanlon, roundhouse foreman at Brier Hill, vice W. R. Thracht, transferred.

E. P. Joyce, roundhouse foreman at Kent, transferred from foremanship at Galion, vice M. J. Harrison, resigned.

Meadville Division.

M. L. Colburg, Agent at Meadville, Pa., vice Mr. C. H. Coleman, transferred.

"I'M A DINKY POLITICIAN"

Oh, my name is Foghorn Jeenkins—
When you speak it, say it soft—
For I am the biggest forkful
Ever pitched up in the loft.
I hail from Posey County,
Where a little while ago
I was sellin, cheese and crackers—
But I've riz, I'd have you know.
I am in the legislatoor
From my skyline to my shoes;
I'm as full of public spirit
As a drug store is of booze;
And I know what I am here for—
Trust me for it, you can bet;
I'm to fight the cussed railroad
Every bloomin chanct I get.
Ain't no way to overlook it!
If there's things I do not see
There's the "Boss" right on the jigger
Jest to tip 'em off to me;
How to cut the rates on tickets
And reduce the charge on freight,
How to fine the graspin' monster
When a train is so much late;
How to make 'em run their business
Like us fellers tell 'em to.
Don't we know jest how to do it?
You can bet yer boots we do.
When we get things down to suit us
There is nothin' to prevent
Honest business men from makin'
Clost to eighty-five percent;
And a legislatoor's duty
Is to make the world progress
So the dividends of railroads
Must be two percent or less.
Oh, we've got the thing to goin';
Turn her loose and let her rip;
All you stockmen make your claims out
'Fore you start out on yer trip.
Farmers, lawyers, doctors, preachers—
Citizens of every hue—
Take a dig into the railroads;
They're the thing that hurtin' you.
I'm a man that you can stand by,
And I'll right yer every wrong;
Didn't I put through a measure
Makin' bed sheets nine feet long?
Don't you think a man of that kind
Is a man that you can trust?
If the blasted dad-burned railroads
Have to bust, why let 'em bust!
I am workin' on a schedule
We will make a law this fall,
Where we cancel all our taxes—
Let the railroads pay them all;
We will want some bran' new deepos
And more ballast on their tracks,
And they've got to pay the transfer
Where the peepul ride in hacks.
There's another little matter
We expect to make 'em do—
That's to build new lines of railroads
Where us fellers tell 'em to.
Might as well just go the limit,
While the peepul yell and cheer—
We can bust the bloomin' cusses
And we'll do it, never fear.
Don't forget to keep a-votin'
For your servant, which is me,
For we've got 'em where we want 'em,
Which is where they ought to be.
Whoop! hooray! for Posey County;
Watch my chest; say, don't she swell?
I'M A DINKY POLITICIAN
And you can bet I'm raising hell!

SEQUEL

(As reported by the daily press)

Late reports from railroad circles smack of serious hesitation;
Scores of building contracts cancelled caused by adverse legislation;
Force reduction, power idle, rail corroded from disuse—
Caused by Dinky Politicians and their senseless raw abuse.
Times suggest that we get busy and do something while we can—
We can abuse two hundred Foghorns better than one railroadman.

—CLIFF CRAWFORD in
"Santa Fe Magazine."

Fame is a bubble, but at the same time it doesn't always come to the soap manufacturer.

A woman may be an angel in other respects, but she has two faults if she wears tight shoes.

44 YEARS WITH THE ERIE.

The subject of this sketch is Simeon Randall, who, for 44 years, has served the Erie Railroad well and faithfully, and now, by reason of having reached the age of 70, has been retired from the service.

Mr. Randall, in writing of himself, furnishes the following sketch:

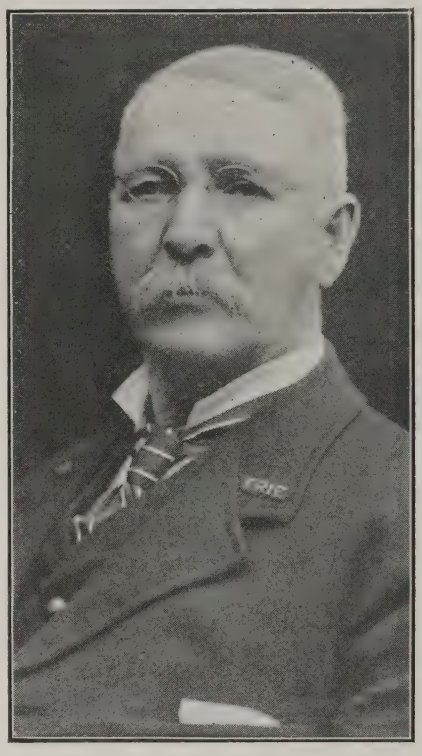
"I was born in Leroy, Genesee Co., N. Y., Sept. 4th, 1843. At the age of seven years my parents moved to Michigan, where I lived on a farm, until March, 1862, when I hired out to work for the Michigan Southern Railroad.

"Was on a gravel or wood train until Aug. 12th, 1862, when I enlisted in the army and served until the close of the war in 1869. Then I accepted a position as brakeman on the old A. & G. W. Railroad and was promoted to conductor in the year of 1872 and served in that capacity until retired by the Company Sept. 4th, 1913, on account of reaching the age limit, 70 years. I ran as passenger conductor over 35 years, between Kent and Salamanca, N. Y."

The photograph from which the accompanying picture was made was taken as Conductor Randall went down one morning to go out on train 8. It is a recent one, which shows that Mr. Randall is still a young man and has the appearance of rounding vocation.

The Kent (Ohio) "Courier in a recent issue had this to say about the retiring Erie veteran:

"Thursday, Sept. 4th, being the 70th anniversary of one of our honored residents, Mr. Simeon Randall, Sr., 'Kentview,' held its monthly social at his home that night and made of it a birthday anniversary in honor of himself. In addition to the day being his 70th anniversary, it was the day of his retirement from service in the employ of the Erie Railroad Co., which company he had served so faithfully ever since 1869. Mr. Randall has been a passenger conductor most of this time, running from Kent to Salamanca, and for some time before his retirement he had one of the best trains and most desirable runs on the road. To show their esteem and help him to celebrate the double event, his friends and neighbors to the number of about sixty, gave him a surprise by calling on him *enmasse* and presenting him with a beautiful rocking chair. Dr. Smith made the presentation speech, after which Mr. Mead, Mr. Crest, Mr. Page, Mr. Wetmore, Mr. Lovell and Mrs. Cross, each were called upon and responded. Both Mr. and Mrs. Randall spoke a few words of appreciation by way of reply. Then came ice cream and cake galore and toothsome. It was a jolly crowd, lots of fun, music and song,



CONDUCTOR S. RANDALL.

greetings and congratulations and many well wishes for host and hostess and family."

ONE ON THE JUDGE.

"Your honor," said the arrested chauffeur, "I tried to warn the man, but the horn would not work."

"Then why did you not slacken speed rather than run him down?"

A light seemed to dawn upon the prisoner. "That's one on me. I never thought of that."—Houston Post.

There are times when old traditions are money in one's till, and there are times when they are not; the wise business man is he who knows a genuine antique when he see it.

SETTING UP A FLASK TO CAST ENGINE DRIVING BOX HUB LINERS.

By L. J. Preston, Second Year Apprentice, Dunmore Shop.

Level off the ground and place turn-over board down with drag part of the flask on it, ready to receive pattern.

Place pattern on board, central in flask, sieve in enough facing sand through a ¼ inch riddle to cover pattern, then shovel in enough foundry sand to fill up the flask. Peene sand in about edge of flask, then fill up heaping full.

Walk the sand down and level it off flush with the top of the flask using a board. Sprinkle on some loose sand and criss-cross it with the ram so as to let the gas escape when pouring off later on.

Vent sand with a long wire and place the bottom board on. Clamp it up with the turn-over board and turn the flask over. Remove clamps and turn-over board.

Slick up the face and sprinkle parting sand on. Wet bars in cope or top flask and place it on drag flask.

Place in 3 gate pins, one for a pouring gate, one for a cleaner, the other for a riser.

Sieve in enough facing sand to cover the pattern, then fill cope up to top. Tuck the sand in about the bars, then shovel in enough sand to heap flask. Walk it down, and ram sand in between bars with butt end of ram.

Strike off sand level with top of cope, vent well and lift off cope.

Brush off joint, draw out pattern from drag, cut runner from mould to cleaner hole and runners to riser and pouring hole.

Enlarge pouring hole in cope, black lead mould, place cores in center and place cope on drag, clamp up, and you are ready to pour off.

Use about 40 lbs. of iron.

ORDER OF THE RED SPOT.
OCTOBER MEMBERSHIP.

New York Division and Allied Lines.

No.	Engineer.	Fireman.
11	J. H. Linley	F. Daley
12	J. H. Hagerty	M. R. Moran
514	W. A. Johnson	J. C. Myers
517	D. J. Ackerman	E. J. Brower
522	W. French	C. M. Knapp
526	W. G. Cole	J. J. Coneys
590	J. O'Brien	T. Balmos
618	J. Ahern (days) W. Clauson (nights)	
793	H. W. Smith	N. M. Cable
813	W. O. Cutler	J. J. Reilly
820	E. M. Carlough	J. L. Kane
826	G. Wallace	G. Eckerson
830	W. E. Captain	E. R. Merritt
831	T. Duffy	E. G. Jacobus
850	W. VanDine	W. F. Johnson
900	S. F. Ballam	S. F. Dries
937	H. N. Palmer	W. H. Pope
950	A. Garrabrandt	F. Demarest
955	D. O'Brien	W. McMahon
963	C. F. Handy	A. Knarich
964	G. H. Beatty	C. A. Johnson
965	H. L. Sarvent	J. E. Greene
966	H. Schmoll	S. Sidler
968	S. Evans	D. Desposito
970	H. Springstead	F. Vernon
2503	J. Downs	G. Ruegger
3037	W. Crane	R. A. London
3038	F. Fitzgibbons	J. Merkenschlager
3042	A. O. Roberts	F. E. Wood
3043	W. E. Bolcom	T. E. Davis
3044	A. M. Barley	L. J. DeBevoise
3045	F. Beatty	R. Warner
3046	W. Thomas	R. H. Pierce
3047	R. E. Moore	H. Paffenroth
3049	W. Coleman	F. Murray
3050	D. Brahaney	L. W. Hinckley
3056		
3059	W. H. Balmos	W. Brown
3064	E. J. Murphy	W. Grathwohl

October Membership.
Susquehanna and Tioga Divisions.

No.	Engineer.	Fireman.
2565	S. Mersereau	J. C. Bright
	H. A. Hammond	F. Buck
2542	E. A. Brink	F. Marunda
	A. C. VanDemark	J. F. Cleveland
2566	M. A. Lynch	C. Slaght
	M. McCarthy	G. Chapman
2564	J. Haire	L. Havens
	S. E. Mason	D. Roosa
528	A. Jordan	B. W. Georgia
	G. C. Redfield	F. P. Ickes
518	J. C. Miller	G. Kosinsky
2023	H. B. Garrett	J. M. Decker
1065	J. O'Laughlin	J. Foley
1094	S. F. Miller	E. J. Brick
1063	M. King	C. Ougheltree
1300	D. E. McCarthy	B. N. Scopes
699	T. J. Smith	W. G. Cuthbert
1304	M. Mersereau	P. J. Canny
1059	F. B. Green	T. J. McGuire

Tioga Division.

401	F. Hebe	D. O. Smith
402	W. S. Scott	A. Bunn

New York Central Division.

886	F. Bragg	H. E. Theall
897	E. Hosier	A. R. Powell

A woman is more apt to excuse a man who never pays his bills than one who never pays compliments.

—

"Take a fellow of your size," is a good motto, but the trouble is the average man doesn't realize how small he really is.

—

The human Guru (teacher) whispers the sacred **mantram** (prayer) into the ear; the divine Guru breathes the spirit into the soul.

—

Your business will never reach a stage where it will be safe for you to assume that you do not need to hustle any longer.

RAILROAD versus SALOON.

AN AGENT of the Erie Railroad, who asks to have his name withheld from publication, sends in a contribution on the temperance question, same having caption as above. It was written by John F. Daniels and was published in "The Forward," a publication printed in the interests of religion and temperance.

The agent says: "The article which appears below, from 'The Forward,' is worthy the consideration of every employe of the Erie Railroad.

"We all know, even if we do not admit it, that those who go on duty, after first firing their brain with strong drink, do far more damage, not only to themselves, but to the property committed to their care, whether they be trainmen, officemen, trackmen, or men in the engine cab.

"Far more damage, we say, than those who go to work with a clear brain. Some of the very best trainmen, who would not 'cut it out,' where are they now?

"We hope to see all roads adopt some such plan as the following article describes:"

In a recent bulletin issued by the Interstate Commerce Commission it is reported that the Southern Pacific Railroad system has carried 150,000,000 passengers in the four years ending June 30, 1912, without killing a single one through collision and derailment Behind this statement, and unknown to most of those who read it, lies a long story of the war between the railroad and the saloon—a story that ought to be known to the country, and that one of the magazines has lately summarized in a very interesting way.

The railroad recognized, some years ago, that, in the end, safe travel depends upon the clear brain and steady hand of the railway man. All the automatic safety appliances and block signals ever invented will not help an engineer whose head is confused or whose hand is unsteady. The safe engineer must be quick, self-controlled and ready. He must obey signals on the instant. His mind and senses must be perfectly co-ordinated and on the alert. The use of intoxicants wars against safety. For example, last year, on other American railway lines, almost forty lives were lost by collisions where the roads were supposed to be fully protected by automatic block signals. The mechanism was perfect, but the human factor was found wanting in the moment of test, for the signals were either not noticed or disobeyed.

On the Southern Pacific, Rule "G" was aimed at just such dangers. Rule "G" has been in operation for years on that system. It prohibits the use of intoxicants by the railway men whether on or off duty. Other roads have the same rule, but the Southern Pacific has added to Rule "G" a systematic backing of common sense. The saloon was recognized as the worst foe of the railway workers, and yet, in some ways, his best friend. That is, in many a frontier town the saloons were the only places of recreation and good fellowship the railroaders could find.

The railroad lines therefore commenced a war of substitution against the saloon, in the main operating centers of the lines. There were sixteen "railroad towns." One of them only had three thousand inhabitants, and yet supported twenty-nine saloons! At Green River, a Wyoming Division point, most men lived in the saloons in off hours, and the average term of a railroader was only thirty days of service. Evidently something had to replace the saloon—something as attractive, and as enduring in its attraction.

The railroad called in a "social engineer." He studied the methods of the enemy. He studied the men. He planned a clubhouse for each of the sixteen towns, and these clubhouses had every good feature that the saloons possessed. They required neither dues nor membership cards, for the saloon never does. They were open day and night, like the saloons. In them, all the patrons stood on exactly the same footing of social equality, and the same courtesy was given to the section hand as to the conductor of the express—another strong social feature of the saloon.

No restrictions as to swearing, smoking and spitting were made in these clubhouses. There are none in the saloons. No rules of conduct were laid down for the patrons. Every man paid his way, as in a saloon. There was no paternalism in the plan and no patronizing of the worker.

But, with every attractive feature of the saloon thus copied, a tremendous number of counterattractions were added. Every clubhouse had neat rooms, well-cooked, wholesome food of the best quality served on demand and all sorts of non-alcoholic drinks, candy and tobacco on sale. It offered

its patrons billiard and pool tables, bowling alleys, libraries, shower baths and halls for meetings. No profit was made from any of these. They were for the men to support or to leave alone. It was "up to" the independent, self-respecting, capable men to avail themselves of these clubhouses or not.

The result was immediate and striking. The clubhouses became popular at a bound. In the town with twenty-nine saloons, six of them closed their doors in the first six months. The rest, so the story goes, showed fight. They began by bribing the clubhouse employes to give bad service. Failing to accomplish this, they induced them to strike. Others were procured, however, and then the liquor men actually bribed the cooks to poison the food! But the fight was a losing one, in spite of these desperate measures. Two years after the clubhouse opened, twenty-two of the twenty-nine saloons closed.

At Tucson, the railroad men used the clubhouse so enthusiastically that the floors wore out four times in six years, and had to be relaid accordingly. At Green River, with its appalling thirty-day record, the term of service rose to three times that period before long. Everywhere the division superintendents reported that the men were more efficient, more sober and more self-respecting than ever before. The clubhouses have become powerful factors in enforcing Rule "G;" and the enforcement of Rule G has meant the record of four years safe travel.

Replace the saloon. That is the wisdom of an up-to-date social engineer. In this railroad town object lesson he has shown that it can be done. Why should American communities be less wise than railroads? The saloons have pointed the way to the social center. Any town that allows its saloons to remain the only social center for its working men need not complain of the crushing expenses of vice and crime that load down its tax rate. The social center, duplicating every good feature of the saloon, and adding immeasurably to them, is a factor that temperance people need in their municipal campaigns. All honor to the railroad that has given America a demonstration of how to fight King Alcohol in his strongholds and drive him out in defeat.

The world would get along better if some people would change some of their dollars into sense.

BILL MILLER'S PARDON,
or
The Tribulations of a Roundhouse Foreman.

William J. Miller ('course the name is fictitious),
Is the man who was never at all superstitious;
But, a dream he had is direct intimation
Of his faith in the doctrine of predestination.

Now, the said Wm. Miller, please bear it in mind,
Is a bright roundhouse foreman, who, like all of his kind,
Has trials and troubles too many to state—
And with this introduction, his dream I'll relate.

A spirit appeared at his bedside one night,
Decked out in a garment of pure, spotless white;
And thus addressed Bill: "To me has been given,
Command from the Recording Angel in Heaven,
To ascertain why 'tis your name should appear,
On the Great Book of Life, as the reason's not clear.
The profanity record has been kept for ages,
But, nothing like yours appears on its pages;
Therefore, 'tis decided unless you can show
Just cause for defense, to send you below,
Where the fire unquenched, and those who have never
Repented, are roasted for ever and ever."

On hearing the latter, Bill tried hard to smile,
And invited the Spirit to tarry a while.
"If I fail to make my defense in full measure,"
He said, "I'll be sentenced with greatest of pleasure.
Please remain here tomorrow, accompany me,
And report to headquarters, whatever you see."
The spirit agreed, I am happy to say,
And took note of what happened the following day.

First, a conceited young clerk, with expression satanic,
Brought a bundle of letters from the Master Mechanic.
And here a few extracts I'll give as example
Of the bunch that the Spirit took away for a sample:
"Please note that the Superintendent complains
You are using poor coal on our passenger trains."
"Please let me know what excuse you can make,
Why so many new compound packing rings break."
"Engine failures, last year for this month were but seven;
I regret for the same time this year there's eleven."
"You must take up the matter and ascertain why,
We used so much oil in the month of July.
You are surely aware that a half pint to use
Of valve oil per hundred is simply abuse;

I believe 'twould be wise (at least we can try it),
To give Engineers feathers with which to apply it."
"The President's Special is leaving today
At 10.25, there must be no delay."

But, alas! for the plans of mice and of men!
The telephone rang at a quarter of ten,
And the voice of the call boy announced with a drawl:
"De fireman is sick. Who else will I call?"
A fire-up man appeared just then at the door:
"The crown sheet is down in the 74."

Then next comes an engineer swelled like a toad,
You'd think from his looks that he'd surely explode,
And asked aloud in the name of the evil one,
"Why hain't the work on "MY" engine been done?"
Bill Miller, he then made an angry retort,
While the Spirit examined the working report,

Of this same engineer; and this was the news:
"Wash out the biler and bore out the flues.
The seams are a squirtin". Cork all the leaks.
The right back driver box is so dry that it squeaks.

Steam pipes are leaking. Pack throttle well,
Right main pin cut and runs hotter than—(it should).

All the rod bushings are loose on both sides,
Set up the wedges and line up the glides.
The airpump jerks on the upward stroke,
Examine and see if the valves ain't broke.
Take down left main rod, reduce the brass,
And don't fail to put in a water glass.

Raise the front end an inch or more,
And fix the ketch on the firebox door.
I think from the way she burns her fire,
Her petticoat should be a little bit higher."

Before the Good Spirit got through taking notes,
From the book containing the work reports,
From the Chief Dispatcher came a note which read:
"The Golden Gate Special's engine is dead.
Send another engine at once to take the train,
Why you sent this one on 21 please explain."
Then a hostler announced that a broken switch
Had caused him to put engine 12 in the ditch.

The Spirit departed, but on the same night,
Returned with a crown, and with greatest delight,
Presented to Bill's most astonished vision,
A text of the Recording Angel's decision.
And a list of the great hero saints all revealed,
With William J. Miller's name leading the field.

N. M. M.

RECKLESS BRAVERY OF AN ERIE ENGINEER.

THE following story was printed in the Cleveland "World" under date of September 24th, 1891. It is of interest at this time, as well, as showing an engineer's devotion to the Company that employed him and is employing him at the present time.

His name is Henry J. Wilson and he is still doing duty as engineer in charge of a yard engine.

A Nypano engineer did a wonderfully nervy act yesterday afternoon, and it was a miracle that he was not killed.

The second section of No. 94, freight train, in charge of Conductor Ryan, left Newburgh at 3.30 o'clock yesterday afternoon, and started up the very steep grade to Randall, six miles east of the city limits. Upon reaching that point a coupling pin broke almost in the middle of the train, and in a minute nine empty coke cars, a loaded box car and the caboose were thundering down the steep grade in the direction of Newburgh.

The trainmen discovered the break in the rear end and the operator at Randall was notified. With all speed he telegraphed to Operator Bailey at Newburgh, informing him of the trouble and giving orders that a switch be turned in the Newburgh yards so that the runaway cars might be ditched before going any farther. It was thought better to wreck them in a clear place than let the cars continue down to the city and do much greater damage.

Operator Bailey rushed from his office and told Engineer Henry J. Wilson of pony engine 407 to run down the tracks and turn a switch near the Cleveland rolling mills.

"I think I can stop that train," remarked Wilson, springing into his cab with his fireman. In a second the lever was opened and the yard pony started.

"Stop!" shouted Bailey, as he comprehended Wilson's intentions; "you'll be killed sure."

The only answer to his remonstrance was the escaping steam. The pony was under a full head of steam and going rapidly. A crowd soon collected at the depot and along the line, and many a fearful eye was turned upon the speeding engine.

Suddenly, a mile above Newburg, the runaway appeared. It was going at the rate of 50 to 60 miles an hour and a cloud of dust almost enveloped it. Still the pony headed straight for it. When within 100 yards of the runaway, Engineer Wilson suddenly reversed the lever and turned on the air brake. He came to a standstill and then began the race away from the runaway. At first it gained tremendously, but as the pony ran faster the gain became steadier. Four hundred yards of the race was passed over quickly and now only a few feet separated the rear end of the caboose from the engine. At 500 yards the caboose struck the pony engine. The tender was lifted three feet in the air, and the shock was terrific. Luckily the tender returned to the tracks in good shape, and the daring engineer had really saved the train.

He started back to Randall with the runaway but met an engine that had been sent after it on the way. When

the pony returned to Newburgh, Wilson and his fireman were given an ovation by the crowd that had collected at the depot.

None of the trainmen was on that section of the runaway when it parted from the main train and not a brake was set. The momentum must have been terrific. Engineer Wilson lives at 729 Lorain street.

PREHISTORIC BELGIANS.

Prehistoric man has been traced in several periods in Belgium, and M. Putot, a Belgian geologist, has made a novel attempt to estimate the population at different stages. In the lower Aurignacian period five of Belgium's numerous caves seem to have been inhabited, their capacity being fifty to sixty persons. In the Magdalenean period the population was probably sixty. Retreat of the ice permitted leaving the shelters at the close of this period, and the settlers on the banks of the lakes may soon have numbered 100 or 150. The coming of the Cervides forests perhaps developed a population of 1,000, which may have increased to 4,000 or 5,000 at the beginning of the polished stone age.—New York Press.

GLASGOW'S PAVEMENTS.

According to an excellent custom in Glasgow, before any street is paved or repaved all city departments that may be likely to open the street are communicated with so as to give them an opportunity to examine their pipes or make necessary repairs, alterations or renewals before the paving is laid. —Chicago News.

HAD A CHANCE NOW.

While he was playing on a certain Scottish course, a politician remarked to his caddie: "By the way, the last time I was here I played with Tom McGregor. He's grand player!" "Aye," said the caddie, "but ye could beat McGregor noo." The politician, knowing what a fine player McGregor had shown himself, was immensely pleased at what he deemed the caddie's compliment to his own improved play. "Do you think so?" he exclaimed. "Aye," came the slow reply, "McGregor's deid!"

FIRST SLOT MACHINE.

Hero of Alexandria (about 125 B. C.) was an ingenious inventor of mechanical toys. In his works, "Pneumatics" and "Automata," he describes some hundred small machines that he probably never carried beyond the "model" stage.

These included a steam engine and a double forcing pump to be used as a fire engine.

Hero was also the inventor of the automatic delivery, or penny-in-the-slot machine. He describes "a sacrificial vessel which flows only when money is introduced."

When the coin is dropped through the slit it falls on one end of a balanced horizontal level, which, being depressed, opens a valve suspended from a chain at the other end, and the water begins to flow.

When the lever has been depressed to a certain angle the coin falls off and the valve, being weighted, returns to its seat and cuts off the supply. The mechanism is practically identical with the present system.

—Baltimore Sun.

HADN'T TOLD ANY UNTRUTH.

In St. Louis a stout colored woman, apparently about forty years old, was called as a witness in an assault case before a police judge. She said: "I am eighty-four and I live down near the river, and this is what I saw when the fight took place."

She then gave her account of the assault.

On cross-examination the attorney for the defense asked her when and where she was born and she replied:

"Right here in St. Louis, in July, '72."

"Then," cried the lawyer in a triumphant tone, "what do you mean by saying that you are eighty-four?"

"Oh," replied the old darky, "that ain't my age; that is my bust measurement."

ENGLISH POETRY AS CHANTS.

Masterpieces of English literature are new being set to chant music by the West London Ethical society. Swinburne's "The Holy Spirit of Man," Walt Whitman's "Whoever You Are," and Wordsworth's "The Soul That Rises Within Us," are among the poems lately thus sung, partly as unaccompanied solo, partly as harmonized chant. The president of the society entertains the rather bold hope of eventually obtaining the introduction into English church service of readings from the masters of English literature.

Many a man who is always talking about what a fool he used to be isn't very old.



A. & G. W. VETS. UNDER THE TREES AT BRADY'S LAKE.

THE A. & G. W. VETERANS.

The opportunity seldom offers but once a year to show a group of Erie Railroad veterans, and, when they are shown, the younger element generally sits up and takes notice.

The above picture glorifies the dear old boys who started their railroad careers on the Atlantic & Great Western Railroad, later the New York, Pennsylvania & Ohio and now the Erie Railroad, Lines West. They are a fine body of upright and honest American citizens, whose first interest, after their families, is for the Erie Railroad, which they have served and most of them are now serving, as well as they know how.

The photograph from which the picture was made was taken at Brady's Lake, near Kent, Ohio, one of the most romantic sheets of water in the great Buckeye State, where the Erie veterans are wont to assemble each year for their annual gathering and love feast.

SPANISH WOMEN'S HANDS.

The hands of a Spanish woman have a classic beauty, and their movements are incomparable. Such hands cannot be described; they can only be admired. When they manipulate a fan or roll a cigarette, when they raise a skirt or arrange a mantilla, it is always done with infinite grace. A Spanish woman alone knows how to use her hands as they truly should be used.—New York Sun.

THE MOST CROWDED STREET.

The supreme sensation of New York's east side is the sensation of the astounding populousness. The most populous street in the world—Rivington street—is a sight not to be forgotten. Compared to this, an uptown thoroughfare of crowded middle class flats in the open country is an uninhabited desert! The architecture seemed to sweat humanity at every window and door. The roadways were often impassable. The thought of the hidden interiors was terrifying. Indeed, the hidden interiors would not bear thinking about. The fancy shunned them—a problem not to be settled by sudden municipal adicts, but only by the efflux of generations.—Harper's Magazine.

MARKED SIMILARITY.

"If 12 persons were to agree to dine together every day, but never sit in exactly the same order around the table," didactically started the professor, "it would take them thirteen million years, at the rate of one dinner a day, and they would have eaten more than four hundred and seventy-four million dinners, before they could get through all the possible arrangements in which they could place themselves.

"Yep," snarled Uncle Pepys. "That would be nearly as many ways as a small boy rearranges himself during a long sermon.—Judge.

Aunt Clara (to her young nephew, who has just brought a bucket into the parlor where she is sitting)—Good gracious, Tommy! What are you doing with that bucket? Take it down to the kitchen at once. Tommy—I want you to kick it, Aunt Clara, 'caust I heard papa saying when you kick the bucket we'd get at the very least $25,000.

HEROISM OF AN INDIAN.

A few years ago in Northern Mexico a truck carrying a load of dynamite for use at a mine was suddenly discovered to be on fire at a village station. The risk was imminent, so the driver of a locomotive engine picked the truck up and ran it away into the country at all the speed he could put on. He bade the brakeman jump off and save himself, adding, "I go to my death." When he had got a mile away the dynamite exploded. Every window in the village was broken, and he was blown to atoms, but the inhabitants were saved. He was a pure blooded Indian.—"South America," by James Bryce.

ORIGIN OF WORD "WHIST."

Whist undoubtedly is derived from the old game of trumps, which has a purely English lineage. There is no record of the origin of this game nor of its development into ruff and honors, which was the parent of whist. The earliest reference to it is believed to be in a sermon of Latimer about the year 1529. The name probably is derived from the "hist" or "silence" which close attention to play demands of the players.

Some people are such sticklers for form that they expect Dame Fortune to remember their "at home" days.

From Correspondents Along the Line

HEADQUARTERS ITEM.

Fred McPherson, chief clerk in the Pass Bureau, has returned from his annual long-distance vacation. This time the featherweight journeyed westward, instead of toward the South and the time he had beggar's description. He visited Salt Lake City to get a line on the Morman condition, then went to 'Frisco, took a swim from the Seal Rocks, visited the Chinese quarter, met Monte Attell, brother of the other feather-weight champion, who took him around and showed him all the famous fistic arenas' in the Golden Gate City and then visited Carson City, where one of the greatest of all battles was won and lost. The photographs he took were too many to pack in his grip, so he sent them to New York by Parcels Post and had them developed and printed. Those who have seen these photos say "Mac" is a second Sarony with the camera. Good Boy "Mac" and may your shadow never trip you up.

DINING CAR DEPARTMENT.

Supt. Dining Cars, I. A. Canning and Mrs. Canning spent an enjoyable vacation at Inlet, N. Y.

Miss C. M. Desmond spent her vacation at Monroe, N. Y.

Mr. W. E. Thompson has been employed as Dining Car Steward.

Speaking of "Heroes" the Dining Car Dept. comes to the front very prominently. On the 11th of' Sept., one of our clerks, "Count" Jos. C. Smith, in going to supper saw a run-away horse tearing along 10th St., toward Jersey Ave., without reins or rope on him, but just a halter. Our "Count" displayed true heroism when he ran out in the street, caught the horse by the halter, stopped and returned him to his owner. Joe won't tell us what his reward was though.

Sympathy of employes, Dining Car Department, is extended to Steward G. Casper upon the misfortune of his parent's home being destroyed by fire and the subsequent death of his father.

Steward H. V. Ellis has acquired quite some fame as a fisherman. Recently when on a trip to the fishing banks he not only caught the largest number of fish for the day, but also caught the largest fish, winning the prize. That's right, Harry, keep up the reputation of the department, at any cost.

Our bookkeeper, J. C. Hanglin, is quite some warbler.

Store-room clerk Ed. Morse, surely does not believe in race suicide; he is now the happy father of the seventh child.

J. F. Grier has been employed as Private Car Porter.

SIGNAL DEPT., N. Y. DIV.

Do not forget to attend the first annual ball of the Erie Signalmen's Benevolent Association, to be held at Helvetia Hall, Van Houten St., Paterson, N. J., on Friday evening, November 14, 1913. Music by Prof. Glass and full union bell orchestra. Tickets, 25c. A good time is assured all who attend.

William Andrews, formerly electrical maintainer on the Paterson section, has severed his connections with the Signal Department to take a responsible position as foreman for the

Harrison Pump Works, Harrison, N. J.

Edward Harding, a Paterson boy, formerly employed with the mechanical construction gang in the East, but at present located at Crescent, Ohio, at the same line of work, under Mr. E. O. Rogers, has been spending a few days with the boys in his home town.

Dick Jordon was initiated into the ranks of the Erie Signalmen's Benevolent Association at their last regular meeting, and, although he paid the required initiation fee and monthly dues, he will not be considered a full-fledged member until his feet get well again. Somebody must have handed the Monk a quiet tip.

H. Fielding, formerly employed in the electrical construction gang, has been promoted to maintainer, Paterson section.

C. Buckley, maintainer at W. C., and his family, have just returned home, after spending a very pleasant week with friends at Newburgh on the Hudson.

H. Redyke, maintainer on the Bergen Co. Railroad, and his batteryman, Pharon, claim they are the pride of Bergen Co., since they have received their new Sheffield No. 1 velocipede.

The busy little foreman of maintainers, D. Marion, was on a fishing trip to Greenwood Lake, recently. Dave always boasted about being somewhat of a fisherman, and promised to send some of his friends a good mess of fish, but the best they got was a can of sardines, mailed from Hewitt Station.

ERIE DEPOT, BUFFALO.

We have just heard that our friend, Fred Dittmar, has found the lost chord on his slide trombone. This was discovered while Fred was playing at Eddie's. How about it, Fred?

Our friend, Joe Lehner, has made several investments in stocks; best wishes, Joe, but better keep your job.

George Gibson has returned from his fishing trip. The only thing George caught was a heavy cold. Some class, George!

Sam Buchberg had an increase in the family—a bouncing baby boy. We all wish you many more, Sam. Thanks, Sam, we don't smoke.

We expect something soon. How about it. Mr. Ed. Barret?

Our number taker, Jordon Logan, is now training hard for the bicycle races this winter at the indoor games. He is now training on Al. Tappy's wheel.

DELAWARE DIVISION.

Chief Despatcher M. H. Hanrahan, has returned from his vacation, which took in several cities in New York state.

J. W. Gibb, of Superintendent Baldwin's office, has honored the city of Binghamton with short visits of late.

Harry Teskey reports an enjoyable time on his vacation in Cleveland, Ohio.

Since the employment of the new brakemen, on account of the Full Crew Law, the bedrooms of the Y. M. C. A. at Susquehanna have been filled to the overflow, necessitating the placing of fifteen beds in the gymnasium. In twenty-four hours 102 men slept at the Association in the fifty beds. The billard room resembles a house furnishing plant on account of the numerous dinner pails, boxes and baskets, which adorn one side of the room. Secretary Epes reports a booming business in all departments.

H. F. Hickman has been appointed Erie policeman at this point, thus filling the vacancy left by Mr. Hoffmire.

General Yard Foreman Wilson is endeavoring to raffle off a fine 18-foot canoe. Any out-of-town entrees will be gladly received.

Telephone Inspector B. R. Ticknor, has purchased a new typewriting machine. No delays in answering correspondence are expected in the future.

EAST BUFFALO FREIGHT.

The Erie Giant Leading Jumbo all the time would like to meet all comers at 140 pounds.

The boys are getting along fine with their singing and are waiting for an invitation to sing at the reception given by the Cyclone W. C. Director A. Pokrand, will lead the quartet with his catching Baritone Melodies.

Professor Sisti and his quartet intend to walk to California and make their way singing at society balls and various places. They are wished success by their friends. A. Pokrandt, Pres.; J. Sisti, Sec.; A. Kline, Treas.; W. Dedloff, 1st Tenor; M. Duryer, 2nd Baritone; C. Lindner, Base.

BUFFALO MACHINE SHOP.

Fireman, F. J. Wojtylak, is the proud father of a 11 pound, 16 oz. Baby Boy. Good luck to you, Frank, and never mind the cigars.

It is with deep regret that we announce the death of Mrs. F. Newell, wife of Frank Newell, Locomotive Tool Inspector at this shop, which occurred at her late home in South Park Ave. recently. A suitable floral piece was sent to her home by his fellow workmen and associates. Mrs. Newell is survived by her husband and son, to whom we extend our sympathy in their sad bereavement.

Miss Mary E. Shisel, stenographer, returned from her vacation and reports having had a most pleasant week.

BUFFALO CAR SHOP.

Richard Olivey, one of our very oldest employes, has resigned from the Erie R. R. to take a well-deserved rest. Mr. Olivery has a continuous service record of over thirty-eight years. "Old Dick," as he was familiarly known to his shop mates, has the respect of all the employes at the Buffalo Car Shops. Mr. Olivery was an exceptional man, a good tradesman as a Carpenter in the Passenger Dept., a thorough Christian and had a hearty welcome and a cheery smile for every one whom he came in contact with. He came to this country from Penzana, Cornull, England, when quite a young man and has worked steadily for the Erie since 1874. We wish him all the good things that this beautiful world affords and hope to have the pleasure of frequently shaking hands with Dick.

Lawrence Schwab, Mill Operator at the Buffalo Car Shops, has received the nomination for Democratic Alderman for the Eighth Ward, City of Buffalo. The prospects look very bright for him this time. We all wish him good luck, and those who can do him any good are "punting" for him. We are rather short of Aldermen at Buffalo Car Shops at the present time, although there are quite a number who have the qualifications; for instance, J. Manquin, Herman Pfleger, Geo. Ball and J. Finn. They would fill the bill to perfection.

J. Manquin, Pass. Car Foreman, has returned from his vacation at Detroit, looking and feeling quite well, thank you. John, when he goes away, travels exclusively over the Wabash, as he usually is entertained by a host of friends who travel that way and know our boy, John, quite well. This time he outdid himself, as the following sequel will show; he chose a seat about the middle of the car behind a lady and after an hour's traveling he became fidgety and was longing for a chance to start a conversation. It came sooner than he expected. She commenced fussing with the window, trying to raise it. Our John, with all the courtesy that he could command, raised that plug hat of his and said, "Pardon me, Madam, allow me," which was generously accepted with a very bewitching smile. J. M. rose to the bait like a duck after a spring frog. Of course, the question arose between the two about Women Suffrage, and handing John a card neatly engraved "Amelia Crankhurst." John used all the diplomacy at his command to back out, but it was of no use. She had him bound, gagged, lassoed and thrown before they reached St. Thomas, Can. He also promised to march in the suffrage parade at Detroit on the 24th of Sept. They still think a lot of John there, as they went to the expense of getting him a mount. The readers of the Erie Magazine can form some idea of what he rode and how he looked. Charlie Dietchler is going to get it enlarged and put it in the Lodge Room, especially the mule.

H. A. Polhemus has returned from the M. C. P. Convention, held this year at Ottawa, Canada. Mr. Pelhemus still retains the position as Inspector on the Committee on Enamel, Paints, etc. This convention was a success in every way and the attendance was up to the standard. The next convention will be held at Nashville, Tenn. Some very fine subjects and debates were brought up and discussed and all worked in harmony for the benefit of the Road represented.

Now that the baseball season is over, our Buffalo Car Shop athletes have gotten together again and formed a new bowling team—Capt. Dambach, H. Lenz, D. Frazer, O. Truhn, F. Gurney, O. Deutschler, W. Winterberg Brothers, H. Auer, B. Clark, W. Reese, W. Gaston, Ed. Schallmo. The first match will be rolled Oct. 17th, the night after the Barn Dance. The first challenge will be with East Buffalo Mach. Shops.

M. Meehan, Foreman, paid us a visit from Susp. Bridge. M. M. is looking fine and is growing younger. The Falls spray seems to agree with him.

Allie Volk is still chasing the will-o'-the-wisp. No, go, Allie.

If you get any loose insurance laying around, give it to Jim Dreoher.

He represents a good company which pays promptly. No arguments. Jim has been known to pay claims before the ashes were cold. He is a good scout and strictly honest. Give him a trial.

Jas. Gill, Special Apprentice, and Mr. Norbert Friert, Draughtsman, made a run to Rochester and return to test the merits of their two machines. Friert owns a Thor and Gill an Indian. Both returned O. K.; no damage to either of their machines, so the question of supremacy is not yet settled.

Geo. Ball, Mill Foreman, and Geo. Hammersmith, Asst. Foreman, are going to the Adirondacks, deer hunting. We are looking forward to a nice juicy venison steak, unless they shoot each other.

Howard Duffin has returned from his vacation looking fine.

Mike Kent, Asst. Pass. Foreman, is the whole thing these days. Mike is a good scout and always makes good when he says so.

Fred Schwarts and Ed. Kubiak, have gone to Lewiston, N. Y., fishing. Good luck to them.

MEADVILLE SHOPS.

The output of the shops for September, 1913, is 8 engines, T. B. M. F. repairs; the completion of the new Dynamometer Car; the overhauling of yard crane, water supply and Bridge and Building work, and Stores supplies. Two engines were equipped with the Baker Valve Gear.

The main building and wings of the back shops are now undergoing a treatment of Erie's former color, yellow.

The Bronze Metal Co. buildings are rapidly nearing completion. The roof trusses have arrived and are being placed in position. Machinery is also being installed.

The drought, which prevailed in this section for many weeks, has been broken by copious showers. Through the foresight of the late J. J. Youngson, Supt. of Tanks and Water Supply, times of drought were provided for.

C. F. Locker, of the Air Brake Dept., has been temporarily assigned to the Test Dept., as Inspector of new work at St. Louis. G. Whitworth, Machinist Apprentice, has been assigned to points in the East, as Inspector.

Hugh Diamond, formerly Inspector of Stores and now engaged in the hardware business at Galion, paid the Shops and Stores a visit to shake hands with old friends and acquaintances. Mr. and Mrs. Diamond were the guests of Mr. and Mrs. T. J. Cole, while in the city.

Mr. John Callahan, the veteran laborer for 40 years, made use of his annual pass to visit his son Daniel, who is Machine Foreman at Huntington, Ind., shops.

George Lang, the veteran machinist and die sinker, after an illness of nearly a year, died on the 12th of September. Mr. Lang entered the service of the Erie—then the A. & G. W. —in 1868. He is survived by his widow, five children and eleven grandchildren. An expert workman and a good citizen.

W. H. Sasser, of Hornell, has been assigned to the office of Shop Specialist Cozad.

Master Mechanic T. J. Cole was nominated for Council under the new law of a limited Council, for cities of the Third Class.

The vacaton season is about closed, all who wished had the privilege of taking one.

The monthly conference of General Mechanical Supt. Schlafge and staff was held at Cleveland during "Perry Week."

The many friends of F. X. Foreman, whose resignation as Erie inspector took effect July 1st, when he went to the B. F. Goodrich Company of Akron, O., to take a more lucrative position, will be glad to learn of Mr. Foreman's further promotion on Aug. 15 to the position of asst. manager of Branch Clearing Houses. This company is the largest in the rubber industry, employing 15,000 men, with a payroll of nearly two million dollars monthly. It is understood Mr. Foreman has received a handsome increase in salary, and his many friends, made during eight years' service with the Erie, unite in extending congratulations and wish for further advancement.

CLEVELAND SHOPS.

F. M. Dwight, foreman machine shop, took a very pleasant trip with his wife and family to Buffalo by boat, and very much enjoyed the Lake ride, also the sights of the city. From there they visited Susquehanna and Jersey City, the home of Mrs. Dwight's parents and were well received.

Chas. Fitzgerald, who has charge of the running repairs for the passenger engines, was off duty for a few rays, account of the death of his brother,

which took place in Cleveland the latter part of August.

T. J. Alyward, Engine Despatcher, has resumed work, after a very severe sick spell, which confined him to his home for several days.

Julius Lang, chief clerk to Supervisor N. Flack, spent several days at Peoria, Ill., with his long lost brother, whom he had given up for all time several years ago. Tears of joy overcame the boy when his whereabouts were known. He is very active in railroad life and after his vacation days were over he came back on the job feeling much better than ever.

F. J. McCann, our energetic foreman of the Blacksmith Shop, spent his well-earned vacation in his new home, surrounded by his happy family, in getting everything put in its place, which Tom is noted for around the shop. "A place for everything and everything in its place." This motto is what has done a great deal towards the betterment of the service at the Boyden plant. For example, we will take the Bolt question, both new and reclaimed from scrap also the brake hangers. This department alone is up to the standard and the greatest efficiency is carried out by Tom and his subordinates. It is now run just like clockwork and the amount of work and system carried on surprises us all, and yet he claims he can do better. Those are our reasons for calling it his well earned vacation.

The many friends of Clifford Rhodes, Lumber Inspector at this shop, are all greatly surprised to learn of his marriage to Miss Catherine Manion, of Jersey City, N. J. It was the opinon of all his friends and associates, that he was a confirmed bachelor and more especially Charles Anderson, who is duty bound under a contract, to set up a good supper for the friends of all who are interested in this happy event.

B. J. Smolin, formerly engine clerk at Wilson Ave. shop, has returned to his former position at engine clerk, after being in E. S. Fitzsimmon's office for 4 months as file clerk.

S. W. Heisch, a student of the University of Michigan, is back again among us as invoice clerk, after spending a year there in the mech.-engineering department. He will soon be able to fill a more importment positon when the chances are open for him.

O. J. Roubitschek, formerly with the L. S. & M. S. R. R., has accepted a position under R. C. Carlson, S. K. of the Erie, in the capacity of asst. chief ledger clerk.

It saves the price of a new watch

—that is what the Studebaker Watch insurance certificate will do if the watch requirements change,

—and they are liable to change any time—

Your local inspector may tell you tomorrow to get a new watch and it's up to you to foot the bill for a new watch.

This is not so if you buy a Studebaker, the great South Bend railroad model. For your dealer will give you a written certificate with this watch that absolutely binds the factory **to give you a new watch free** if there is any necessity of a new one due to changed requirements within five years of your purchase of a Studebaker.

This insures you against that expense.

The SOUTH BEND Studebaker

RAILROAD WATCH

The Studebaker watch is invaluable where minutes mean miles, for it furnishes the correct time every minute of the schedule. It gives you the confidence and satisfaction of knowing you are right.

It saves you the price of a new watch.

See your local inspector—have him show you one of these wonderful Studebaker Watches.

Write us to send you a sample copy of the *South Bend Watch insurance certificate* that saves you money. Don't buy a watch until you have read this certificate.

SOUTH BEND WATCH CO.

SOUTH BEND, IND.

The fall cleaning is now in full swing. Through the R. House Erecting Shop, M. Shop, Blacksmith Shop and Boiler Shop. When those "Professors of White Wash," under the care of J. Moore, Foreman of Painters get through with the job it will show up very neat and clean in all the depts. It is a very tedious job at all times, but perseverance will accomplish any thing around this plant.

Due to the abolishing of Asst. G. F. at Cleveland Shop, R. E. Dragoo was appointed foreman of the fitting shop, effective Oct. 1st, 1913.

SHOP NOTES FROM KENT.

Cleaning and sweeping up of interior of shop buildings, also cleaning and picking up the various kinds of scrap in repair yards and grounds and placing same in bins provided for that purpose, has been covered by piece work prices, which, at this season of the year, proves to be a great advantage to the company; also gives the men the opportunity to increase their earnings.

August Gugoltz, ledger clerk, is a base ball fan of the most enthusiastic type and a great booster of the national sport. "Gus" has been very fortunate in naming the winner in previous champion club series, and is this year picking the Athletics, also is willing to back up his opinion with the goods he layed aside for that purpose.

The engine room and boiler house received a general white coating and painting, which is greatly appreciated by John Creary, engineer. "Jack" is always busily engaged in polishing bright parts of his engine and having every thing nice and tidy.

L. N. Kaw, F. H. Vickers and H. O. Barton, veterans of the civil war, attended the reunion and encampment of the G. A. R. at Chatanooga, Tenn., during week of Sept. 14th. The boys enjoyed the reunion greatly and viewed the scenery and surroundings under different conditions than 50 years ago and there was also a remarkable difference of treatment accorded them, than on their previous encounter.

The following shop employees are favored with annual passes for themselves and wives, account of 35 years of continuous service record. L. N. Kaw, D. H. Plump, W. H. Lobdell, H. O. Barton, P. Fitzpatrick, W. W. Lamb, F. H. Vickers, Al. Cole, Oliver Carson, J. R. Ravenscroft, W. McGlathery, John Thomas, Andy Seymoure, Pat. Connors, and Joe Linton.

Let Her Go!



"I give the other fellows the starting signal for most everything since Dad gave me his old watch.

"Why, I've got the only real watch in our crowd and the other fellows ask me for the time!

"Say, you ought to see Dad's new watch. Its an Elgin B. W. Raymond winding indicator watch, and has an extra hand that tells him when to wind."

Make Your Boy Happy

Give him your old watch and buy for yourself the most up-to-date railroad timekeeper—the B. W. Raymond winding indicator watch.

$44.00 in a 25 Year Case
$42.00 in a 20 Year Case

AT ALL DEALERS

ELGIN NATIONAL WATCH COMPANY

ELGIN, ILL.

E. M. 8

TO USE BIRDS IN MINES.

The miners of Birmingham, Ala., are considering the acquisition of a large number of canary birds to assist them in safety work. As a danger signal the canary bird is the best that has been found.

The miners to detect the slightest trace of carbon monoxide in the mines will make it a rule to carry the canary birds with them.

The bureau of mines has ascertained that canary birds have shown signs of distress after three minutes in a gaseous mine or room. This has happened in air that contained only one-sixth of 1 per cent. of the gas. In eight minutes, according to the bureau of mines, the birds have absolutely tumbled from their perches, giving ample warning of the deadly fumes.

WHY HEAT CAUSES THIRST.

In hot weather you notice that you are constantly thirsty. Often you feel that you simply can't get enough to drink. You needn't worry about the feeling. It merely means that the machine of your body is working normally.

This mechanism is driven by a heat engine. The food you eat has a heat value just the same as coal. Its combustion keeps the heat of the body day and night at about 98 2-5 degrees. Temperatures in the neighborhood of 100 degrees put something of a strain on the mechanism regulating the heat of the body, for then the body must be cooled below the temperature of the surrounding air. This is done by the sweating process. Evaporation keeps the temperature down.

It can be worked out as a problem in physics that the food eaten in a day by a workman with an average appetite would produce enough heat to evaporate about six quarts of water at the temperature of the body. An English medical officer stationed in India, where the temperature for months at a time does not fall below 100, reports that a daily consumption of about six quarts of water was required for a person taking a considerable amount of exercise.

It is necessary to drink plenty of water to supply the body with enough material for evaporation to keep cool.

Love of admiration has caused many a woman to meander from the straight and narrow path.

And pride goeth before us all.

From Factory to You by Parcels Post

HANDSOME, FANCY
ONE POUND BOX
of
Chocolates or Bonbons
delivered to any address for
38 CENTS
SEND STAMPS OR MONEY ORDER

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THE NEW BRAKEMAN.

A brakeman who had not been employed long was going up a very steep grade on his first run. With unusual difficulty the engineer succeeded in reaching the top. At the station, looking out of his cab, the engineer saw the new brakeman and said with a sigh of relief: "I tell you what, my lad, we had a job to get up here, didn't we?"

"We certainly did," said the brakeman, "and if I hadn't put on the brakes we'd have slipped back."

A pessimist says that for every man willing to believe the truth a dozen are eager to believe a lie.

It's a good thing for a man to bump up against the proof of his own unimportance occasionally.

When you can see through a man it doesn't necessarily mean that he has a clear conscience.

Somehow or other the people who are satisfied to take things as they find them never seem to find anything.

Even the fat woman wants her own weigh.

WHAT HE WANTED MOST.

"Now," said the head of the reception committee, when the distinguished visitor had stepped from the car, "if you think you'd like it, we'll be glad to get an automobile and take you for a drive through the parks. We have one of the finest boulevard systems in the world, and—"

"Say, do you know where there's a bath tub about six feet long and four feet wide and three feet deep?"

"I think they may have something of the kind at one of the hotels."

"Lead me to it. Never mind the parks and boulevards."

THEY ALWAYS COME BACK.

An Irishman passed a shop where a notice was displayed saying that everything was sold by the yard. Thinking to play a joke on the shopman, he entered and asked for a yard of milk.

The shopman, not in the least taken aback, dipped his finger in a bowl of milk and drew a line a yard long on the counter.

Pat, not wishing to be caught in his own trap, asked the price.

"Sixpence," said the shopman.

"All right, sor. Roll it up; I'll take it."

The Safest Road

to financial independence is "The Savings Bank Route."

To travel this road, the only requirement is that you regularly save a small part of your weekly or monthly earnings.

Get started right by opening a Savings Account with The Oldest Bank in Chicago. Your Savings will earn 3% interest, compounded twice each year, and will be safeguarded in every possible way.

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Horlick's Malted Milk

The Original and Only Genuine

Rich milk, with the nutrition of choice malted grains, in powder form. A delicious food-drink is prepared in a moment by simply stirring in water.

Invigorating to the adult, upbuilding to the young, always helpful to the ailing.

Served on Cafe and Dining Cars of the Erie Railroad.

At all druggists
Samples on request

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No. 57 Belgian Globe Post Lamp
Price: $5.50 each, delivered any point East of the Mississippi.
Reference: Security Bank, New York

The BRIGHTEST LIGHT on the DARKEST NIGHT

is the 43 candle-power light developed by the Belgian Burner, in connection with the No. 57 Belgian Globe Post Lamp here illustrated.

Constructed for durability. One No. 57 will outlast two or three of the ordinary tubular lamps on the market, and with its powerful lighting efficiency, it is only necessary to use one of these lamps as against two or three of the tubular lamps.

For drive-ways, parks, private estates, in front of churches and village lighting.

THE DRESSEL RAILWAY LAMP WORKS

3860-3880 Park Ave. New York City

HERE'S HOPING TODAY.

You get up with a scowl on your face, a lump in your stomach, a weight on your soul. You look out and see no sunshine. Drizzling rain dampens everything. It's soggy underfoot. "Beastly weather," you mutter to yourself. "A bad day today," you persistently and pessimistically say to everyone you meet.

You fool! There is no such thing as a bad day. Good days and bad days exist only in your own head. The weather has nothing to do with it. Each day is what you make it for yourself. Bad weather is only an unfortunate opinion.

Suppose it is raining pitchforks. You get word that your salary has been doubled or that a forgotten uncle has left you a million dollars. What do you care about the weather then? Or suppose the person you love is dying. Unexpectedly a turn for the better comes. The doctor says your dear one will live. What if it is hotter than Tophet? It is a good day, a great day, a happy day.

It's what you think and feel about it that makes each day what it is. You, within yourself, can make each day, every day, a good day. Put down in the note-book of your soul the poet Runeberg's thought:

"Each day is a life."

When you get up in the morning throw back your shoulders, take a deep breath. Meet the new day like a man. Say to yourself:

Another day—another life!

For all we know, it may be the only day we'll ever have. Let's make it the best day we can. Let's strive to see that it is a day worth while. Let's move a step forward in our work. Let's do all the good we can. Let's get all the happiness we can—today.

Right now is the only time you can control. Yesterday is a record. To-morrow is a secret. Today is yours, is mine.—William Johnson in American Magazine.

A RISING MARKET.

"I saw you kiss sister last night."

"Did you, Bobby? Here's a quarter for you."

"Thanks. And then I saw you kiss the maid in the hall."

"Great Scott! Here's five dollars!" —Life.

Judge not. You can't always tell a man's standing from his manner of sitting down.

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OF ALL KINDS
Supplied for
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Nothing Down — Free Trial. Less than Agents' Prices. Shipped on approval. If you want to keep it, send us $4. a month. Our booklet is Worth sending for because it tells you how to save $41.50. It's FREE.
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Don't Wear A Truss.



Brooks' Appliance. New discovery. Wonderful. No obnoxious springs or pads. Automatic Air Cushions. **Binds and draws the broken parts together as you would a broken limb.** No salves. No lymphol. No lies. Durable, cheap. Sent on trial. Pat. Sept. 10, '01.
CATALOGUE FREE.
C. E. BROOKS, 1749 State Street, Marshall, Mich.

About one man in a hundred can stand prosperity. The other ninety-nine never have a chance to find out whether they can or not.

FOR ALL ERIE EMPLOYES

These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

THE ERIE R. R. EMPLOYES' MAGAZINE

Room 1077, No. 50 Church St. - - New York City

☞ These advertisements are FREE to all Erie Employes.

WHY NOT COME out to East Orange? Forty five minutes from New York. We can rent you a house of ten rooms at $30.00 a month or an apartment of seven rooms in a two-family house at $18 to $23 a month, beautifully decorated, all improvements, separate steam heaters, porcelain baths and open plumbing. Address, Mrs. Lydia Switzer, 310 Dodd Street, East Orange, N. J. Telephone, 592M Orange.

ANCONAS and Black Leghorns, $1.25 per 13 eggs from prize stock. Henry T. Evans, Blassbury, Pa.

BARRED ROCKS and Silver Laced Wyandottes. Eggs for hatching, 75 cts. per 13. J. E. McMunn, Clerk, Greycourt, N. Y.

EGGS for Hatching; extra fine stock. Five cents each for the following breeds: White and Brown Leghorns, Rocks and R. I. Reds. Otis T. Gregory, Passenger Dept., 50 Church St., New York.

ERIE WATCH FOB, Gold Plated. Send fifty cents to Geo. S. Aussem, A. C. P. A. 201 Euclid Ave., Cleveland, Ohio, for Erie trade mark fob. Very fine, will last life time. For all employees. Postage paid.

EGGS for Setting: Rose Comb Rhode Island Reds; good layers; 75c. per fifteen for now and remainder of the season. L. Davenport, Ogdensburg, Sussex Co., N. J.

EGGS from Kellerstrass Crystal White Orpingtons, low down, red eyed, shapey, vigorous birds; every bird in these pens trapnested, settings, $1.50. Also grand matting of silver laced Wyandottes, slide open lacing, settings, $1.50. B. Rubin, 2561 E. 50th St., Cleveland, O.

FOR SALE—Six full-blooded Silver Spangled Hamburg cockerels, five months old, at two dollars each; one male Orpington, a year old, weighs eleven pounds, three dollars. George Lehan, Sussex, N. J.

FOR SALE.—Clifton, N. J., Cosy 6 room house, with all improvements; handy to trolley and Erie station. Owner forced to sell. Price $2,650; terms arranged. Choice building plot, $525; easy terms. J. H. Hilton, Hillman St., Clifton, N. J.

FOR SALE, 1912 model Thor 5 Motor Cycle. Good as new. Run less than 500 miles. A rare bargain at $180. I must have the money. Can be seen any time. Also a 3 h. p. Motor Cycle Motor. Can be used on bicycle or speeder. Coil pulley and everything for $25. Address, W. B. M., 55 Wilson St., Salamanca, New York.

FOR SALE—A Jefferson, twin cylinder, 9 horse power, guaranteed to make seventy-four (74) miles an hour; is comparatively new, ridden only 25 miles. Cost $300. Will sell with complete riding outfit, luggage carrier, tandem attachment, all complete, for $200. Don't miss this chance. Address, L. Houghtaling, 50 Church St., care of Comptroller Erie R. R., New York City.

PRIVATE FAMILY would like to arrange for a supply of fresh eggs. About eight dozen a week, and fresh killed poultry. Address, giving full particulars, Mr. B., care E. Dorf, Erie Terminal, Jersey City, N. J.

FOR SALE—Six room house and lot, all modern improvements, situated at No. 69 Hackensack St., East Rutherford, N. J. Size of lot, 40 ft. by 140 ft. Chicken coop and run for 125 chickens. Six peach trees. Two Bartlet Pear Trees. Two Grape vines. Will sell on easy terms. Enquire, H. S. Wood, Officer, Erie Police Dept., Jersey City, N. J.

FOR SALE—White Angora Rabbits, age 2 to 4 months old. Price $1.00 per pair. R. Greenwood, 563 E. 19th St., Paterson, N. J.

FOR SALE—Four lots in the highest and finest section of Westwood, N. J. Price $500. Apply to H. C. Blake, Room 860, 50 Church St., New York.

FOR SALE—10 fine Cockerels, White Wyandottes; hatched in April. Father won special prize, mother won 2 prizes. If taken at once they go cheap as I need the room. M. S. Earl, Operator, Harriman, N. Y., P. O. Box 62.

FOR SALE or Exchange. One "B" Flat cornet. High and low pitch, quick change to a Triple silver plated, gold bell, valve caps, and water keys. Pearl top finger keys, in perfect condition, made by H. N. White, Cleveland, Ohio. Would exchange for good "B" flat tenor saxophone. Will sell at a bargain, cost $65.00. W. E. GRIFFIN, Operator, Cortland, Ohio.

$110 buys Fairbanks Morse Motor Car 2¼ H. P., practically new, cost $165. No further use for car as have moved away from railroad line. Description on request. F. A. Garthwait, Friendship, N. Y., R. F. D. No. 1.

WANTED TO BUY—A good coon and skunk dog. None but one well trained considered. Please give description and price in first letter. Address to G. F. Foster, Operator, Fillmore, N. Y. Alle. Co.

YOUR NAME neatly hand printed on one dozen cards with any emblem you prefer for 15 cents. F. D. Kistler, Operator, Griffith, Ind.

WOULD LIKE TO EXCHANGE a Boston Musical 3-Star b-flat Cornet, or a new L. C. Smith and Bros. Typewriter for a silver plated C pitch Cornet. State maker's name and condition of instrument. E. H. Van Patton, Operator, Avoca, N. Y.

WOULD like to buy a second-hand bicycle. Please communicate with the undersigned, stating price, etc. Charles E. Brown, Long Dock Station, Jersey City, N. J.

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CAPITAL - - $200,000
SURPLUS (Earned) $1,000,000

Designated Depositary of the United States.

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3 Per Cent. Interest Paid on Certificates of Deposit

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EDISON Portland Cement on ALL the work ALL the **time,** as its fineness of grinding insures you a 10% margin of safety.

85% THRU 200 98% THRU 100

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Look for Trade Mark on Every Bag.

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CAPITAL - - - - -	$1,000,000.00
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1863 **FIFTY YEARS A NATIONAL BANK** 1913

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JERSEY CITY, N. J.

CAPITAL, SURPLUS AND PROFITS, OVER $3,300,000

Pays Four Per Cent Interest per annum on all amounts from $5.00 to $3,000 and Three Per Cent on amounts in excess of $3,000 deposited in the Special Deposit Department. Interest periods are the same as in savings banks. Accounts may be opened with one dollar. Accounts may be opened by mail.

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Sole Manufacturers of the Celebrated

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ELECTRIC RAILWAY LUBRICATION A SPECIALTY

Galena Railway Safety Oil "B"

for Marker and Classification Lamps, to secure EFFICIENCY OF SERVICE, MAXIMUM CANDLE POWER and CLEARNESS OF LIGHT.

GALENA LONG TIME BURNER OIL, for use in Switch and Semaphore Lamps and all lamps for long time burning, avoiding smoked and cracked chimneys and crusted wicks.

Tests and correspondence solicited. S. A. MEGEATH, President

Asbestos and Magnesia Materials

RAKCO Brand Throttle and Air Pump Packings.
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RAKCO Brand Jointless Gaskets for pipe lines and boiler manholes, handhales and tube plates.

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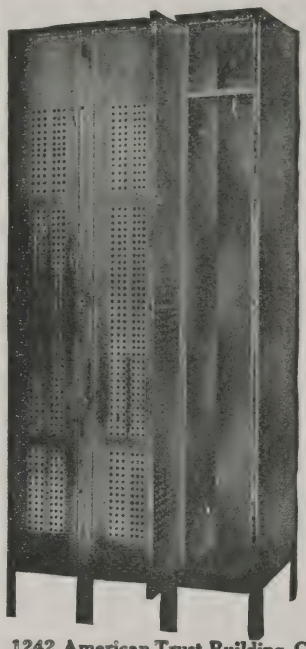
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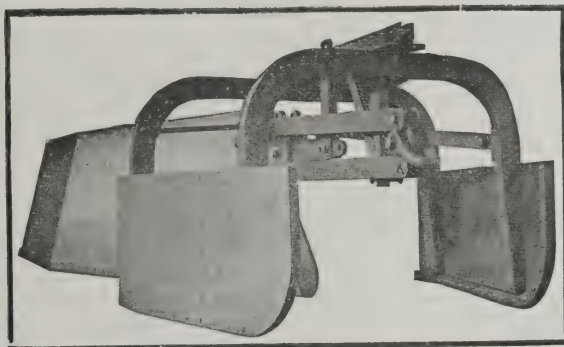
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Has "Lock-to-the-Lock," "Lock-Set" and "Knuckle-Opener"

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Malleable Iron Body; Crane Hard Metal Trimmings. Valve opening 2¼ inches, Two-inch Boiler connection. Wearing parts renewable. Seats self-cleaning. Closes automatically with the pressure; impossible to stick open.

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HAYWARD BUCKETS

for coaling locomotives, removing ashes from ash pits and rehandling bulk materials.

Two types, the Clam Shell for handling bulk materials of a loose nature and the Orange Peel for digging or rehandling hard materials such as boulders, blasted rock, etc.

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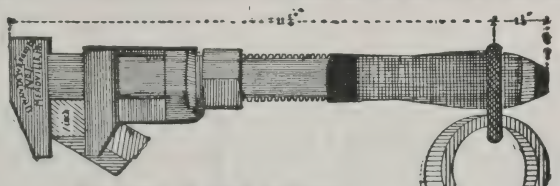


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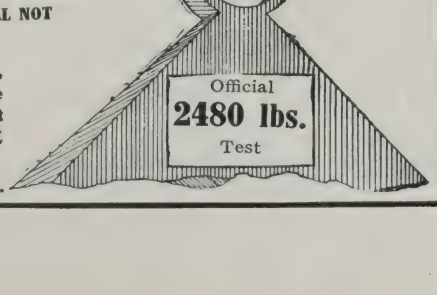


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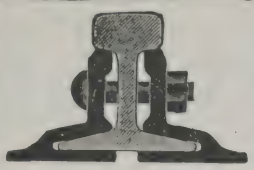
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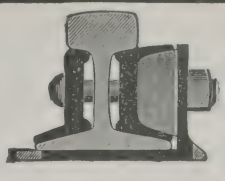
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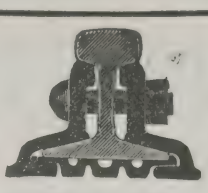
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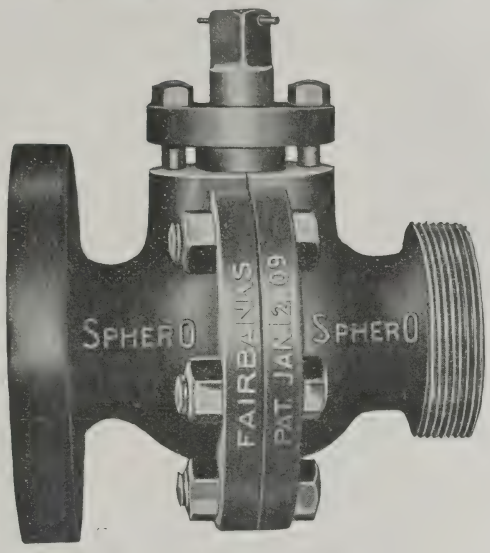
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Locomotive Pattern



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The Best Locomotive Blow-Off Made
Easy, Quick and Positive Action
Straight Through Passageway
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Engineers and Purchasing Agents will realize how carefully we have covered in the "SpherO" Ball Valve the method of quick and easy repair, as it requires no lathe work, filing or expert service to replace parts.

To make the "SpherO" Ball Valve AS GOOD AS NEW it is only necessary to remove the old seat rings and substitute new ones.

Equip One of Your Locomotives at Our Expense

Ask for Our Catalogue No. 760

THE FAIRBANKS COMPANY

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Conductor Edwin F. Paul of the Pennsylvania Railroad

The Owner of the Fourth Hamilton Watch Made

Edwin F. Paul, one of the oldest conductors on the Pennsylvania Railroad, is the proud possessor of the *fourth* Hamilton Watch made.

The fine record this watch has made has prompted Mr. Paul to recommend the Hamilton to hundreds of his friends on the Pennsylvania Railroad, and all of them who have purchased Hamiltons are grateful for his suggestion.

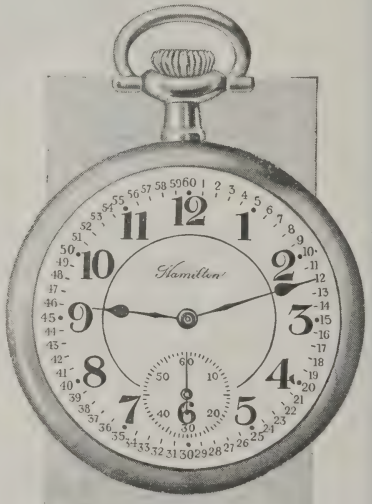
The fact that Mr. Paul with this watch has timed the runs of thousands of express trains during *nineteen years* of continuous railroad service is evidence of its durability. That Mr. Paul's watch has been wonderfully accurate all this time goes without saying. *It is a Hamilton.*

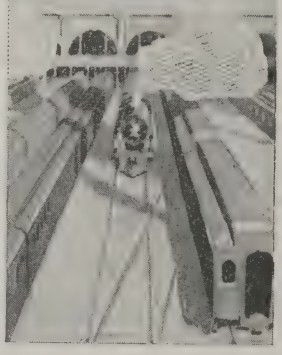
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It illustrates and describes the various Hamilton models and is a book well worth reading if you are thinking of buying an accurate watch.

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1913

NOVEMBER

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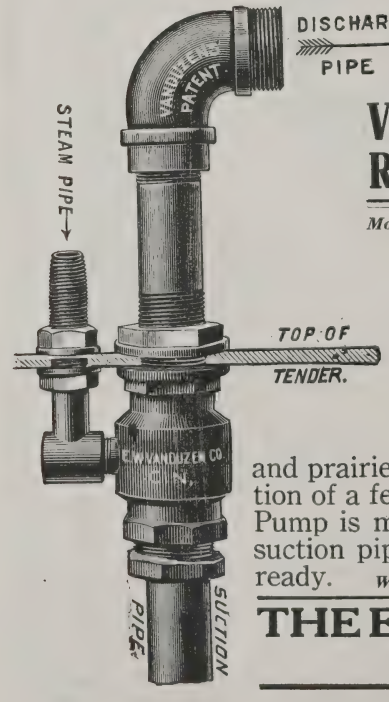
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More than 2,000 of these pumps are now in use by Eastern Railroads

WITH the ordinary pressure of steam on a locomotive, this device will fill a 2 inch hose 100 feet long and discharge a solid stream of water from a 5/8-inch nozzle to a distance of 90 feet horizontally. Disastrous conflagrations, forest and prairie fires may be averted by the application of a few gallons of water at the right time. Pump is made of hard steam brass with brass suction pipe. Never rusts or freezes. Always ready. *WRITE FOR PRICE AND DESCRIPTIVE PAMPHLETS*

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You Don't Have to Take Any Chances



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A BRASS RING imbedded in the iron AWAY FROM THE RUNWAY (with the other Jefferson features) makes these unions supreme.

Expansion and contraction can never influence that ring. It cannot corrode — banging pipe-ends cannot injure it — it wears as long as the union does and that's longer than any ordinary union.



Jefferson Union Co.

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The Real "Firing Line" of the World's Work

The value of your hands and the work they must do, demand nothing less perfect in gloves than the pliable, strong and adaptable Hansen. It is the only glove which gives *you* detailed, personal service—worthy of your work. Ask to see this Protector – it has earned the name.

Hansen's Gloves



include the strong, but moderate weight "Glad Hand" Gauntlet, flexible, durable. No binding seams; no scratching rivets. The leather in all Hansen's Gloves retains its softness, smoothness and shape to the last. Washing in gasoline leaves them as clean and shapely as new.

The many styles fully described in booklet, for every wear everywhere, include the Protector Gauntlet of strongest horsehide, the Slip-off Switchman's Mitten, etc. Gloves and mittens for driving, farming, motoring, motorcycling and ordinary wear. If yours is not a Hansen dealer, write and we will tell you where to buy. Address—asking for our Free Book—

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Official Watch Inspectors

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A Standard Railroad Watch on

Easy Payment Plan

We recommend the 16 size 21 jewel Father Time, made by the ELGIN WATCH COMPANY, in 20 year gold filled case.



It is one of the smallest Standard R. R. Watches made, is adjusted to 5 positions, isochronism, and temperature, will pass any Railroad inspection, and has our ***Unqualified Guarantee Behind It.***

Fill out the coupon and mail it to us, and we will gladly tell you how you can secure this watch on our Easy Payment Plan, with no initial cash payment required.

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163 Newark Ave., Jersey City, N. J.

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is issued by

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Safety First in Riveting

Is possible with the

BOYER HAMMER

when fitted with M. S. Tool Holder or Piston Retaining Wall



With the SAFETY you get the

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That have characterized the BOYER HAMMER since it first proved that pneumatic riveting was a success.

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"Gains 22 Pounds in 23 Days"

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"Sargol has put just 10 pounds on me in 14 days," states W. D. Roberts. "It has made me sleep well, enjoy what I ate and enabled me to work with interest and pleasure."

"I weighed 132 pounds when I commenced taking Sargol. After taking 20 days I weighed 144 pounds. Sargol is the most wonderful preparation of flesh building I have ever seen," declares D. Martin, and J. Meier adds: "For the past twenty years I have taken medicine every day for indigestion and got thinner every year. I took Sargol for forty days and feel better than I have felt in twenty years. My weight has increased from 150 to 170 pounds."

When hundreds of men and women—and there are hundreds, with more coming every day—living in every nook and corner of this broad land voluntarily testify to weight increases ranging all the way from 10 to 35 pounds given them by Sargol, you must admit, Mr. and Mrs. and Miss Thin Reader, that there must be something in this Sargol method of flesh building after all.

Hadn't you better look into it, just as thousands of others have done? Many thin folks say: "I'd give most anything to put on a little extra weight," but when someone suggests a way they exclaim, "Not a chance. Nothing will make me plump. I'm built to stay thin." Until you have tried Sargol, you do not and cannot know that this is true.

Sargol has put pounds of healthy "stay there" flesh on hundreds who doubted, and in spite of their doubts. You don't have to believe in Sargol to grow plump from its use. You just take it and watch weight pile up, hollows vanish and your figure round out to pleasing and normal proportions. You weigh yourself when you begin and again when you finish and you let the scales tell the story.

Sargol is absolutely harmless. It is a tiny concentrated tablet. You take one with every meal. It mixes with the food you eat for the purpose of separating all of its flesh producing ingredients. It prepares these fat making elements in an easily assimilated form, which the blood can readily absorb and carry all over your body. Plump, well-developed persons don't need Sargol to produce this result. Their assimilative machinery performs its functions without aid. But thin folks' assimilative organs do not. This fatty portion of their food now goes to waste through their bodies like unburned coal through an open grate. A few days' test of Sargol in your case will surely prove whether or not this is true of you. Isn't it worth trying?

50c BOX FREE

To enable any thin reader, 10 pounds or more under weight, to easily make this test, we will give a 50c. box of Sargol absolutely free. Either Sargol will increase your weight or it won't and the only way to know is to try it. Send for this Free Test Package today, enclosing 10c. in silver or stamps to help pay postage, packing, etc., and a full size 50c. package will be sent by return mail free of charge. Mail this coupon with your letter to the SARGOL CO., 551-L HERALD BLDG., BINGHAMTON, N. Y.

If you want a beautiful and well-rounded figure of symmetrical proportions, if you want to gain some solid pounds of healthy "stay there" flesh, if you want to increase your weight to normal—weigh what you should weigh—accept this Free 50c. Package today.

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This coupon entitles any person to one 50c. package of Sargol, the concentrated Flesh Builder (provided you have never tried it), and that 10c. is enclosed to cover postage, packing, etc. Read our advertisement printed above, and then put 10c. in silver in letter today, with coupon and the full 50c. package will be sent you by return post. Address: The Sargol Company, 551-L Herald Bldg., Binghamton, N. Y. Write your name and address plainly and PIN THIS COUPON TO YOUR LETTER.

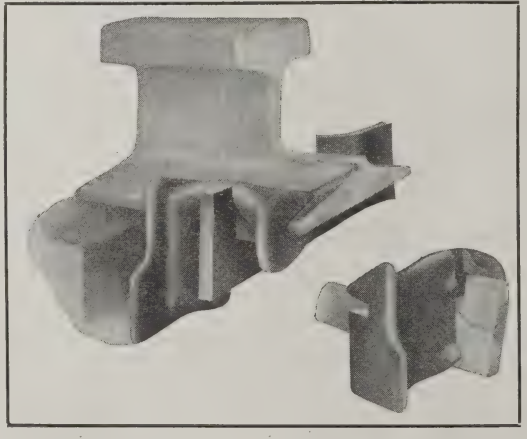
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THE ERIE RAILROAD EMPLOYES' MAGAZINE

Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 50 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 9. NOVEMBER, 1913. No. 9.



H. J. KLEIN.

TRAINMASTER H. J. KLEIN.

On the preceding page will be found a biographical sketch of Mr. H. J. Klein, Trainmaster of the First (Lima) Division of the Chicago & Erie. Mr. Klein is a young man and has had a wide experience, principally in the telegraph department and has had about two years in the capacity of Trainmaster. He is located at Huntington, Ind., where he has an office which he shares with Harry Adams, who is Trainmaster of the Chicago Division.

Following is his record:

Born at Bellevue, Ohio, April, 1886, operator, L. E. & W. Ry, Lima, Ohio; June, 1889 to Nov., 1890, operator dispatcher's office, P. & W. Ry, New Castle Jct., Pa.; Nov., 1890, operator dispatcher's office, C. & E. Ry., Huntington, Ind.; Oct., 1892, promoted to train dispatcher; Aug., 1910, promoted to chief dispatcher; Jany, 1911, promoted to trainmaster, 2d District; Jan., 1913, promoted to trainmaster, 1st District.

His sentiments are appreciated, when he says in writing the Editor, "Success to you and Magazine."

ENGINE W. R. SHADE.

Along the line of bestowing honor on those of the Erie's engineers whose records, etc., merit it, the Cincinnati Division has placed the name of W. R. Shade on the cab of engine 2709, the newest type of passenger and freight engine to be adopted by the Company.

Recently it was decided that engine 2709 should be admitted to the "Order of the Red Spot," the crews operating this engine complying with all the conditions for admission to this order. Engine 2709 is one of the new K-4 class, is assigned to trains 3 and 4, Cincinnati Division, and is operated by engineers W. R. Shade and John Haley; firemen W. J. Shuey and T. L. Haley.

Engine 2709 was sent to Galion, O. Shop to receive the degree of "Order of the Red Spot," which included placing the name of Engineer Shade on each side of the cab in beautiful shaded letters. In conferring the degree of "Order of the Red Spot" on this engine, Shop Superintendent G. T. Depue and his subordinates have converted engine 2709 into one of the very handsomest locomotives to be seen hauling a passenger train on the Erie, or any other railroad.

Engineer W. R. Shade, who has the honor of having his name placed on this locomotive, entered the service of the A. & G. W. Railroad in June, 1868, as a freight brakeman; began firing in June, 1869, was promoted to the position of engineer October 1, 1876, and has been in continuous service as an engineer ever since.

The men operating engine 2709 are very proud of it and say it is just as good as it looks.

TRANSPORTING EXPLOSIVES.

On account of the admission of sparks through hatches or ventilators, flooding of car floors from ice bunkers, and for other reasons, the use of refrigerator and other ventilated equipment for loading dangerous explosives requiring specially prepared and placarded cars is hereby prohibited.

Any such shipments loaded in refrigerators or other ventilated cars, offered by connections will not be accepted.

Agents, yardmasters and connections are requested to bear this in mind.

If ignorance were really bliss the world would be much happier.



THIS ENGINE IS THE PRIDE OF THE CINCINNATI DIVISION.

IF YOU WOULD SUCCEED, THINK AND ACT FOR YOURSELF.

THE following terse article has been received. It is so good and filled with suggestions, which, if followed, cannot fail to be of lasting benefit to the man who neither thinks or acts for himself, that it is printed here, after first receiving permission of its author.

Every employe pays for superintendence and inspection. Some pay more and some less. That is to say, a dollar-a-day man would receive two dollars a day were it not for the fact that some one has to think for him, look after him and supply the will that holds him to his task. The result is that he contributes to the support of those who superintend him. Make no mistake about this: incompetence and disinclination require supervision, and they pay for it and no one else does. The less you require looking after, the more able you are to stand alone and complete your tasks, hence the greater your reward. Then, if you can not only do your own work, but direct intelligently and effectively the efforts of others, your reward is in exact ratio, and the more people you can direct, and the higher the intelligence you can rightly lend, the more valuable is your life.

The Law of Wages is as sure and exact in its working as the Law of the Standard of Life; you can go to the very top. Take Edison for instance, who sets a vast army at work—and wins not only deathless fame, but a fortune, great beyond the dreams of avarice. And going down the scale, you can find men who will not work of themselves and no one can make them work, and so their lives are worth nothing, and they are a tax and burden on the community. Do your work so well that it will require no supervision, and by doing your own thinking you will save the expense of hiring some one to think for you.

GENERAL MANAGER'S MANLY APPEAL TO CONDUCTORS, TRAIMEN AND YARD MEN OF THE ERIE RAILROAD.

GENERAL MANAGER STONE and Dunkle have sent out the following document.

Gentlemen:

Referring to the Arbitration proceedings now in progress in New York concerning the wages of men in train and yard servies:—

There are several good and mutual reasons why there should be no misunderstanding between the trainmen of the Erie Railroad Company and the Company. An old homely proverb is, "Cut your coat according to your cloth." This proverb it would seem well to remember at this particular time, for it is really the text of what follows.

The Company asks the men to accept the plan offered, which is this: As soon as the improvements now in process are completed, and so soon as the asked for and needed advance in rates is conceded, and in any event not later than January 1, 1915 the Erie Company will pay its trainmen and yardmen the same wages as is then paid by other railroads between New York and Buffalo and between Salamanca and Chicago. It asks the men to consent to a deferment of the wage question until that date, for the following reasons:

It must be apparent to every man in the employ, that the Erie Railroad is spending many millions of dollars more than it earns, for the purpose of making second and third tracks, for providing safety signals, and sufficient cars and engines. When this work is completed, it will bring about two results: First, it will enable the employees of the Company to do their work in a safer and easier way; that means more hours at home and more leisure. Second, safety appliances and better tracks minimize the chances of accident. These features are of vital importance to trainmen. In making the expenditures amounting to twenty million dollars, the Erie Railroad has pledged its credit quite to the limit. It cannot go further in the way of spending money until the work in hand is done and until the improvements now being made improve its earnings. And right here let us consider that the owners of the Erie Railroad have been for the past ten years without a cent of return on their investment, without even making a living from it, for the reason that their shares have paid them nothing. They are therefore paying interest on their investment and looking elsewhere for money on which to live. Can you imagine yourself in a business for ten years without having taken from it a cent of profit—not even a living? That is the condition of your employers to-

day. It should not be assumed that the stock of the Erie Railroad is in the hands of a few rich men who might possibly through their other sources of income live independent of the Erie investment. The facts are that rich men have not for a number of years invested in Erie securities. They are now principally in the hands of people who are anxious for and needing a dividend. The records in the Secretary's office establish this fact. Anyone today can buy Erie shares to any extent they desire. It would be possible for the employees to buy control of the Erie Railroad provided their funds would permit. It is not to be supposed that the employees have an idea that the owners of the property should in fairness be asked to continue their money in it without interest, and hence you are asked to exercise toward them a spirit of fairness.

Whether you are impressed by this statement as to the condition of the shareholders matters not so much, the truth being that the Erie Railroad cannot consider increasing its expenses until some of its pressing debts are paid.

We ask you to keep in mind the fact that many of you have spent a lifetime in the service of the Company; that in the doing of this you have created for yourself and for the Erie Railroad a record position. Over all the prominent railroads in the United States it holds the record for safety. This splendid performance is due almost wholly to the vigilence and capability of the train and enginemen. Every employee should think carefully before doing anything that will efface this record or fracture the pleasant existing relations. You have formed social and home ties that it will be hard for you to break. The individual stake to each man is comparatively small; the aggregate means all to the stockholders.

Railroad men, from the nature of things, are more or less on trial. You cannot afford to stand before the community as striking for the wage, under the conditions hereby offered you. Public sentiment all along the line would frown you down if there is a strike. The side on which the public stands will win. Don't forget that! In this particular instance we think the public is on the side of the Company.

Hereby the Company asks you one question, and asks for your decision: Will you take the proposition or are you in favor of hitting a man who is nearly down? Will you take an eye for an eye with all that means to you in the future, or will you wait until your stockholders can recuperate and in that waiting make your employment more pleasant and permanent and at the same time allow them the reward they have earned by their patience and faith in the property?

As your friend and co-employee, I earnestly ask you to accept the terms offered.

The document bears the signature of the General Manager of the Lines East and West, respectively.

ERIE RAILROAD COMPANY'S YOUNGSTOWN, OHIO, DIVISION FREIGHT AGENCY

From Sharon, Pa., to New Castle, Pa., and to Leavittsburg, Ohio, via Youngstown, Ohio, Lisbon Branch, Niles to Lisbon, Ohio.

(By J. C. Flood, Division Freight Agent, Youngstown, Ohio.)

THE territory extending from Youngstown, Ohio, east to Greenville, Pa., west to Warren, Ohio, and south to New Castle, Pa, is known in the railroad world as the "Mahoning and Shenango Valleys district" or the "Valley district" and is famous for its enormous production of pig iron and finished articles of iron and steel manufacture.

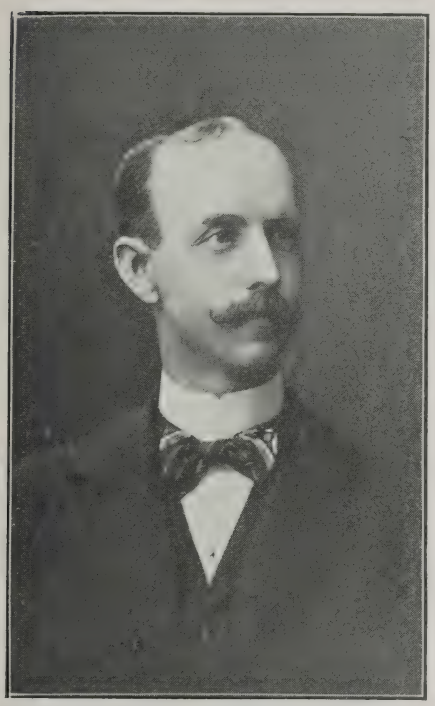
The first permanent house built in the district was the log house erected by John Young in 1797, about 600 feet from the present Erie Railroad freight station at Youngstown, Ohio. This site was selected on account of its proximity to the salt springs just west of it and located alongside a famous Indian trail. In 1803 was commenced the construction of the first furnace built west of the Allegheny mountains for the smelting of iron ore, and was called the "Hopewell." This furnace was built by Daniel Heaton about four miles from the present city of Youngstown, Ohio, was completed in 1804 and was what is known as a "charcoal furnace." Its capacity was about 2 to 2½ tons of pig iron per day.

Soon after 1804 Daniel Heaton built a similar furnace at Niles, Ohio, and

the Struthers Furnace Company also built one near the "Hopewell," calling it the "Montgomery." These two furnaces were called charcoal furnaces, with capacity of about three tons of pig iron each per day.

The metal was principally run into moulds for kettles, bake ovens flat irons, stoves and such other articles as were required in a new settlement. The surplus pig iron was sent to Pittsburgh, Pa.

A lean "kidney" ore which was found in the hills near the furnace, furnished the basis for the iron; limestone was found in the nearby hills and the forests furnished the material for the charcoal.



J. C. FLOOD.

"Hopewell" furnace was blown out in 1807, but the "Montgomery" furnace was in operation until 1812, when all the employes were drafted into the army for the war between England and the United States. The plant was never again operated. In 1835 another furnace was built in the southwest part of Youngstown. This was the last of the old charcoal type.

The second stage in the development of the iron industry in the district, commenced with the building of furnaces using bituminous coal, instead of charcoal. The first furnace of this type was built at Lowell (now called Lowellville), in 1845. The first furnace at Youngstown was built in 1846. These furnaces had a capacity of about 10 tons of pig iron each per day, showing that some progress was being made in blast furnace construction and operation.

In 1846, by Daniel Heaton for the Youngstownn Iron Company, was built the first rolling mill in the district, rolling "T" rails for railroads, bars, rods, hoop, sheet iron, rails and spikes. This mill is now a part of the Republic Iron & Steel Company.

It was apparent, however, to the furnace and mill owners, that the transportation facilities would have to be improved if their business was to prosper, and, in 1846, a charter was secured for a steam railroad between the Mahoning Valley and Cleveland (the nearest lake port). This road is now the Mahoning Division of the Erie Railroad.

From 1846 to 1900 the development was gradual, being retarded by the Civil War and financial panics. Improved transportation facilities enabled the furnace owners to use Lake Superior ore instead of the "kidney" and native ores. The first cargo of Lake Superior ore, 150 tons, was received by the Sharpsville Furnace, Sharpsville, Pa., in 1853. By the use of coke instead of bituminous coal, as in 1870, furnaces commenced to mix the coal and coke. This was done first by The Girard Iron Company, and by 1880 all of the furnaces were using coke, exclusively.

In 1903 the pig iron capacity of the district was 2,600,000 tons per year, and since that date the development has been rapid. At the present time there are 44 modern blast furnaces, many of them of 500 tons daily capacity, with a total annual capacity of 5,000,000 tons pig iron, using in its making 10,000,000 tons of iron ore, 6,000,000 tons coke and 2,000,000 tons limestone.

A large part of this pig iron is used in the district in making castings for the machinery manufacturers; also for blooms, billets, skelp, sheet and tin plate bars, from which are made railroad rails and ties, merchant bars, structural shapes, concrete reinforcement bars, special shapes for steel sash, pipe, plates, sheets, tinplate, hoop iron, cotton ties, wire fence, nails, metal lath and metal furniture,

While the Mahoning and Shenango Valleys' district is best known for its iron and steel, it does not entirely depend on these commodities for its prosperity. It also produces fire clay, Portland cement, paving, building and fire brick in large quantities, having the largest single plant in the world making paving brick and has also attracted many varied industries which have, through very successful operation, become known as the leading industries of their class in the country. Some of the most important are the manufacture of rubber goods, machinery, gas mantles, incandescent lamps, brass and bronze castings, leather, lamps, oil cloth, automobile frames, tank cars, street cars and car frames.

To furnish transportation facilities from this district, the tonnage of which requires 1,000,000 freight cars per year, we have four of the large railroad systems of the country, and an important fact to remember is, the ERIE RAILROAD reaches, with its own rails, over 70 per cent. of the industrial plants, manufacturing the commodities mentioned in this article.

A TRIP THROUGH DENMARK, NORWAY AND SWEDEN.

"NINETEEN degrees more and I would have been at the North Pole," said Mr. Luis Jackson, the Erie Railroad's Industrial Commissioner, on his return from a trip to Scandinavia and the Land of the Midnight Sun. "I went via Liverpool, London, Holland and Hamburg to the North Cape, Norway, the location of which is 71.10 N. Lat. 25.45 E. Long.

"From Hamburg I took the new rail and water route via Rostock, Warnemunde and Gjedser to Copenhagen. This reduces the trip on the Baltic Sea to two hours,—the whole train being taken on a ferryboat from Warnemunde to Gjedser. The old route via Kiel and Korsor is still equally popular.

"The through train from Hamburg to Copenhagen is the regular European corridor compartment car with dining car, and sleepnig cars at night. Denmark has about 2,000 miles of railway, of which 1,200 miles are State owned. The principal lines are 4 ft. 8½ in. gauge, but there is considerable narrow gauge mileage.

"Denmark, (population 2,600,000) is a well developed agricultural country, and in this connection it is famous for its exports of fine butter and eggs. Most of the farmers own the land they cultivate. The farms are small. The land is generally low and there are no points of considerable altitude, the highest elevation in Denmark being only 560 ft. above the level of the sea. The institutions are democratic and the Danes are an educated and agreeable people.

"Copenhagen, the capital of Denmark, (population 560,000), is situated on the Sound which divides Denmark from Sweden. The Sound here to the opposite town of Malmo in Sweden, is 16 English miles broad, but farther north it gets narrower until it becomes a little less than three miles broad. The Sound is the gateway between the Baltic Sea and the Atlantic Ocean, though the new Kaiser Wilhelm Canal at Kiel forms a second and greatly shorter route. For centuries Denmark exacted a toll for all ships passing through the Sound, just as a toll might have been exacted for all ships passing Gibraltar into the Mediterranean, but this toll system was abolished, largely through the influence of the United States, by an international agreement in 1857, the maritime nations affected paying Denmark a united compensation of twenty million dollars. In prehistoric times the Baltic Sea was a fresh water inland lake.

"Copenhagen was founded in the 12th Century by Absalon, Bishop of Roskilde, who converted a great many of the Northern tribes to Christianity. He was churchman, Statesman and warrior. The Wends, sea roving tribes, that dwelt along the south side of the Baltic Sea, from time to time ravished the Danish Coasts. Absalon sailed forth, smashed their first fortress, which so frightened those in the second stronghold that they surrendered. He marched in with only twelve men, and passing between a double-row of Wendish warriors 6,000 strong, went into the temple and up to their wooden god, which he demolished; then he baptized the whole population.

"Copenhagen is an interesting City. It has many palaces, museums, and art galleries. The Trekroner, a fortification to the north of the Harbor, figured conspicuously in the Nelson and other naval battles. Everyone has heard of the famous Thorvaldsen Museum. This contains a complete collection of the work of Bertal Thorvaldsen, (177011844), the greatest of

Northern sculptors, who executed many great statues, busts and reliefs. The Lion of Lucerne, Switzerland, is carved after a model made by him. The National Museum contains what is probably the finest collection in the World of prehistoric tools and weapons of bone and flint; also a complete section of a shell mound, or refuse heap, or "kitchen-midden", as it is sometimes called. These abound on the Danish Coast, and are comprised of heaps of shells, table refuse, etc. In these most of the old weapons and tools were found. The trouble in Denmark, Norway and Sweden, with regard to these public exhibits, is that the time of opening and closing is by certain schedules,—one building is open from 2 to 4 o'clock, another from 11 to 2, another from 10 to 12, and so on, so that if a tourist wishes to visit the important public buildings he must constantly consult a schedule or time table. After a few days visitors become weary of this arbitrary fixing of hours. There seems to be enough help to run the exhibitions, especially during the tourist season, on the practical American or English plan of from 10 to 5 o'clock.

"An industry that has added to the fame of Copenhagen is the manufacture of porcelain. Artistic table services, vases, statuettes and groups, in delicate colors, are produced here and their excellence is known all over the World.

"One of the most beautiful and lively amusement places in Copenhagen is the Tivoli, founded in 1843. This is a very large garden—a sort of Coney Island—but on a more refined scale. There are concerts, theatres, pantomimes, etc., every evening. Around the Garden are several restaurants with orchestras. Some of these restaurants take rank with the finest in the World in the matter of decoration and excellent cooking. There are six military bands and two large orchestras in the garden. The Scandinavians are very fond of music.

"From Copenhagen I took the train via Malmo to Stockholm, Sweden, a steam ferry across the Sound carrying the railway carriages. Sweden has a population of 5,300,000. Stockholm, the capital of Sweden, (population 345,000), is called the most beautiful city of the North. It is built on islands and peninsulas, which are connected by beautiful bridges. Some cities are large, but not necessarily beautiful. Our own Washington, D. C., is probably the most beautiful city in the United States. This is probably due to its large number of public buildings and open squares. Stockholm has by no means the number of public buildings, but, nevertheless, it has esplanades, broad streets, and open places, giving it a friendly appearance. In nearly every one of its open places there is a statue to some great man of history, but, as in several instances in Scandinavia, there is no date on the monument, and sometimes even the name of the hero is lacking.

"Stockholm has many museums, libraries and art galleries. It is noted for its first class hotels and garden restaurants. All the garden restaurants have first class orchestras.

"I will say that the cooking in the hotels and restaurants throughout Scandinavia is excellent. In fact, it deserves more than a passing notice. In the hotels of the large and small cities of Scandinavia considerable attention is paid to the preparation of food, though the table d'hote is generally restricted to a few things. It is well known that the cooking in the great American hotels is as good as anywhere in the World, but it is an admitted fact, that the cooking in the hotels of our small towns, such as Canaryville, Podunk, and Rabbitt Center, is poor and unsavory. The trouble being that in making up their bills of fare they endeavor to imitate in length those of the hotels in large cities, with the result that good cooking is sacrificed to an indifferently cooked variety.

"Preliminary to the dinner in Scandinavia, especially in Norway and Sweden, one partakes of the appetizers (hors-d'oeuvre) on the smorgasbord. These consist of a variety of dishes,—ham, smoked sausages, smoked salmon, sardines, sardells, a variety of cheeses, radishes, cucumber salad, and pickles, with bread and butter. After this a dinner of regular courses is served. Canned meats, salted anchovis, cheese, etc., are also served at breakfast. A great Scandinavian institution is the sandwich, sold at restaurants, railway stations, etc. This consists of one slice of bread with meat or cheese on it. They do not put a slice of bread on top as we do. The bread is the smallest part of it. The smoked sausage, in every variety, or ham, overlaps the bread. These sandwiches cost from four cents up in our money. They are small and one can eat several of them, but they will, I think, take first prize in competition

with any sandwiches from other parts. At the railway stations and in the restaurants of small pleasure steamers, one of the most popular dishes is beefsteak and onions. The beefsteak, however, is not to be compared with our steak. It is fried instead of broiled, and is merely a thin slice of beef, but it is covered with a thick layer of well fried onions. As I said, everything is savorily cooked; and having, in passing, partaken of the above collation, we will now resume our places on the rubber-neck wagon.

"The picture gallery in the National Museum at Stockholm, has some excellent paintings by Scandinavian artists. I am not an art critic, but there is one large and magnificent picture there entitled, "King Valdemar Atterdag extorting tribute at Visby, Gotland, in 1361." Why this is not well known outside of Scandinavia and reckoned one of the great paintings of Europe, I do not know. The picture shows meek, resigned, disgusted, sullen, and indignant inhabitants compelled by the guards to fill with gold, silver and precious stones, large casks placed before the invading, victorious King.

"The environs of Stockholm are very beautiful—water, islands, hills, and heights, with country houses. Near the city is an open-air museum of 70 acres called "Skansen," which illustrates the natural history and ethnography of Sweden. Its hills, woods, etc., form a miniature picture of Sweden. The animals and flowers of the different districts are all represented, as are the houses and buildings of the various localities, and in a number of dwellings and restaurants on the grounds peasants in local costume are seen; native dances by costumed girls from the different provinces, are also given. A beautiful garden restaurant near Stockholm is Hasselbacken.

"From Stockholm I took the Lapland Express on the railway to Narvik, Norway. The distance is nearly a thousand miles, almost entirely (to Riksgransen) through Sweden, thence twenty-four miles in Norway to Narvik. At Narvik I embarked on the steamer for the North Cape. This trip from Stockholm north, and thence to Christiania, I will relate in another issue."

ANNUAL REPORT, ERIE EMPLOYES RELIEF ASSOCIATION.

THE annual meetin of the Erie Employes' Relief Association, was held in the office of the Secretary, F. M. Hall, Salamanca, N. Y. on September 16th, last, at which business of importance to each and every member was transacted.

Following is the report of the Board of Directors:

Gentlemen and Brothers:

The following is submitted as the Annual Report called for by Article V of the Constitution:

MEMBERSHIP.

At the end of the last fiscal year, August 31st, 1912, we had 3,357 members. At the close of the present fiscal year, 1913, we have 4,883 members. We have assessed 70 new members the past month, all of whom have been reported as deducted by the Erie officials, which will make 4,953 members up to and including August 31st, 1913. This will make the net increase in membership last year 1,596. From these figures should be deducted 82 pensioners, only 12 of whom continue to pay assessments on account of drawing more than $50.00 pension, making a loss of 70 members who are not paying assessments. In addition to this, my report of August 12th, covering the month of July shows 202 members who have been suspended or had their membership cancelled and since that time we have suspended six more, making a total loss on account of suspension of 208. These figures added to the 70 pensioners will make approximately 278 cancelled certificates. Deducting these figures from the total number of certificates issued, 4,953, will leave approximately 4,675 members liable for an assessment at the present time. The figures shown on the call for the annual meeting indicate 4,863 members. This estimate was made on the assumption that many of the suspended members might be re-instated. While it is true that the Board may re-instate some of them, a check of the August rolls will doubtless show 15 or 20 more who will have to be suspended and as most of these members have left the Erie service, there is little prospect of their ever being re-instated.

FINANCES.

The Treasurer's report shows:

Receipts.

Total collections ending Aug. 3, 1912 amount to	$16,148.49
Int. to Aug. 31, 1912.....	27.05
Total receipt to Aug. 31, 1912.....	$16,175.54

Total collections Aug. 31, 1912 to Aug. 31, 1913	$67,022.62	
Int. past fiscal yr.	830.98	
Total income past fiscal yr.	$67,853,60	
		$67,853.60
Total income to date..		$84,029.14

Expenditures.

Total orders, cashed to date	$19,041.86
Cash bal. Aug. 31, 1913..	$64,987.28

Secretary's report shows orders drawn on the Treasurer past year as follows:

Sept., 1912	$551.70
Oct., 1912	483.72
Nov., 1912	1,285.45
Dec., 1912	858.92
Jan., 1913	1,157.79
Feb., 1913	1,195.44
Mar., 1913	384.27
Apr., 1913	2,745.84
May, 1913	2,362.16
June, 1913	2,332.59
July, 1913	2,855.30
Aug. 1913	2,967.01
	$19,180.19

The total amount of orders drawn on the Treasurer is more than the amount cashed on account of outstanding orders not presented for payment. The excess of orders drawn on the Treasurer over the expenses the past fiscal year is due to outstanding bills amounting to $126.45, August 31st, 1912.

An inventory of office furniture and fixtures up to the present time, shows the value of same at actual cost to this Association amounting to $173.29. These figures do not include any blanks, stationery, books or other printed matter, or office supplies which have been used.

The following is a financial statement of all expenses of the association for the past fiscal year:

Pensions	$14,801.07
Salary of the Secretary	1,500.00
Other Office Salaries	727.17
Expenses Board of Direc..	698.86
Commissions	323.55
Postage, Treasurer's and Secretary's office	199.56
Office and Hall Rent	167.00
Rent of Typewriter	29.00
Office Furn. and Equip.	99.78
Sundry Office Supplies	10.16
Heat and Light	12.60
Printing and Stationery	302.49
Refunded Assessments and Dues	182.50
Total Exps. Past Yr. ..	$19,053.74

OUR SIGNALMEN'S DANCE.

On Friday evening, November 14th, the Erie Signalmen's Benevolent Association will enjoy its first annual ball.

The event will take place at Helvetia Hall, Paterson, N. J.. and the committee in charge has left no stone unturned to make it a success. The members are a good and worthy lot of fellows and are entitled to the support of all Erie men. The sales of tickets are large and it is predicted that this will be one of the really enjoyable dances of the season.

ERIE FREIGHT AGENTS MEET.

The ninth regular meeting of the Erie Railroad Freights Agents' Association, will be held at Buffalo, N. Y., on November 21st and 22nd, 1913.

A number of important topics are docketed for discussion. There will also be an election of officers for the ensuing year.

CONSCIENCE MONEY.

The Treasury Department of the Erie Railroad has received from an unknown person, the sum of $1.50, conscience money.

The envelope containing the money was postmarked "New York to Salamanca, R. P. O., October 16th."

PROFESSIONALLY FIGURED.

"The Declaration of Independence is a wonderful document," said the patriotic citizen.

"Yes," replied the legal expert. "It's one of the ablest documents I ever saw. And the most remarkable thing is that with all the ability it represents, nobody appears to have received a cent for drawing it up."

PURE THOUGHT.

A lady summering in Maine said to her milkman severely:

"See here, this milk of yours is half water and half chalk. What do you mean by advertising it as pure?"

"Madam," said the milk manufacturer with withering dignity, "to the pure all things are pure."—Everybody's Magazine.

HANDLING BUSINESS AT NEW YORK TERMINALS, ERIE RAILROAD.

By John J. Mantell, Terminal Trainmaster.

THE handling of freight traffic in and out of New York is unquestionably the most complicated freight problem in this country today. There is but one railroad that actually enters New York, proper, although sixteen lines make it their terminal; the other fifteen, necessarily, are compelled to maintain marine equipment to move their freight to and from the Metropolis.

To handle the enormous freight traffic moving in and out of the Port of New York, requires an immense marine fleet for the lighterage, an extensive system of water front piers for the storage and handling of this traffic, and, in addition, large freight yards for classifying, delivering and forwarding of freight cars.

The writer has been asked to give our readers an idea of what part the "Old Reliable" plays in the movement of this traffic, embracing a general description of the facilities essential to the proper handling of the business, and how freight is finally disposed of at the New York Terminals.

At Croxton, N. J., is located what may be termed the general classification yard of the New York Terminal, with a capacity of about 6,000 cars and sub-divided into ten smaller yards, which are lettered alphabetically. The track layout is as follows:



MR. MANTELL LOOKING OVER THE DAY'S SCHEDULE.

EASTBOUND.						
Receiving Yard	..(E)	11	tracks,	capacity	600	cars
Classification Yard	.(F&J)	48	"	"	2300	"
Re-classification Yard	..(G)	10	"	"	300	"
Transfer Yard	..(I)	7	"	"	156	"
Interchange and Storage Yard	..(H)	14	"	"	400	"
WESTBOUND.						
Receiving Yard	..(D)	10	"	"	300	"
Classification Yard	..(A)	20	"	"	1000	"
Way-freight Yard	..(C)	6	"	"	150	"
Cripple Yard	..(B)	8	"	"	250	"

Three gravity "humps" are employed in this yard to aid in distributing the cars in the limited time that is available to handle the constant influx of loaded and empty equipment from the Main Line, N. Y. & G. L. Division, Newark Branch, N. J. & N. Y. R. R.,Northern Railroad of New Jersey and N. Y., S. & W. R. R.; also the Pennsylvania Railroad and D., L. & W. R. R., connecting lines and cars moving in from Jersey City and Weehawken. Forty regularly scheduled freight trains move this business in and out of Croxton Yard; extra trains, drag trains to Jersey City, Weehawken and Little Ferry, bringing this number up to eighty-five trains daily.

During the three-hour period, between 4:30 P. M. and 7:30 P. M., an average of twenty trains arrive, not including drag trains from inside terminal yards at Jersey City and Weehawken or Little Ferry. These trains average from 25 to 85 cars each and contain from one to five "regular special cars." By "regular special cars" is meant cars from suburban stations, such as Paterson, Newark, Dundee, Orange, etc., and from the different industries, on which overnight service must be maintained. These cars must be switched out and collected for forwarding to Jersey City for team-track placing in the Local Yard at Jersey City, by 7:00 A. M., to be trucked to New York, as well as other cars which are floated to our New York stations for same time delivery. The various trucking companies have their trucks waiting for their respective cars at the different points of delivery and any car that may be delayed on account of being crippled, or by some other cause, is heard from long before any check reveals that the car is not placed, as the trucking companies expect as much efficiency per truck as the railroad requires of a yard engine.

Besides the "regular special cars" referred to, there are many extra specials, or what are termed "steamship specials" which arrive in ton nage trains, or fast freight trains, during the night for next A. M. or P. M. delivery to steamships. It often occurs that the Yardmasters are confronted with as high as 28 trains arriving during the night, all of which have one or more special cars. It is impossible to take care of all of the trains in the time allowed and ground engines must assist in switching out the specials, the remaining sections of the trains being afterwards handled over the humps.

The different lines converging at Croxton form a wheel and in the hub of the wheel, thus shaped, is located Croxton Transfer, which is the largest transfer on the Erie Railroad, handling and loading for reforwarding, between 175 and 200 cars per day.

The most interesting feature of this transfer is the night operation, when the westbound freight is handled. The day work closes at 6:00 P. M. and the night operation commences at 6:30 P. M. The three feeding tracks are pulled for the placement of cars to be unloaded for westbound fast freight movement same night. Freight that is consolidated into cars for these trains arrives at Croxton after 5:30 P. M. in six different trains and at Jersey City floatbridges on fifteen different floats, which arrive between 5:00 and 9:00 P. M. As fast as these floats are switched the transfer cars are cut out and moved to the Croxton Yards, special, and placed to the transfer. There are four or five runs made each night between Jersey City and Croxton with these cars.

To give a fair idea of the service that is maintained, freight that is delivered at our New York and Brooklyn stations until 4:30 P. M. each day, is loaded into cars on car-floats, towed to the Jersey City floatbridges, run to Croxton Transfer, distributed into some one hundred assigned loading cars, and freight for points, Binghamton to Chicago, via exclusive of Buffalo, is leaving in train No. 81 at midnight. Cars for this train are "spotted" on one track in the transfer, the air being already tested and road engine coupled on, and when the last door is closed and sealed the train is ready to proceed. The freight for Buffalo and via is handled in the same manner, departing on train No. 75 at 1:30 A. M., and for other Local main line and side line stations cars are made ready for seven other trains which distribute the freight over the different lines for early morning delivery, a large percentage of this freight consisting of groceries and perishable freight. In other words, the merchant as far west as Elmira, N. Y., orders his goods by wire or 'phone in the afternoon and the Railroad schedules a sure delivery early next morning. With the splendid service given to-day the merchant is able to do business with a smaller outlay of capital, as he gets his freight about as fast as the New York depart-

ment stores can deliver goods to Greater New York and Jersey City.

While the above operations are being carried on, the yarding of trains, the handling of special cars, the delivering of cars to the transfer, California fruit is being switched out for forwarding in special runs to Jersey City for floating to Duane Street, the handling of which will be described later in connection with Duane Street Station.

The Bergen Tunnel connects the Croxton Yards with the Jersey City Yards. This tunnel is 4,130 ft. in length, double track and is used exclusively for freight traffic between Croxton Yards and the Jersey City and Weehawken Yards.

The freight yard at Jersey City is separated in two sections, known as the "North" and "South Side" Yards, respectively. The main freight yard is on the North Side and, in addition to several industries located along side tracks, serves the following facilities:

Dock 5, handling east and westbound carload freight averaging 40 cars daily; storage capacity for 175 cars of miscellaneous freight.

Dock 6, handling westbound carload freight averaging 40 cars daily; storage capacity for 150 cars.

Dock 8, handling high class eastbound carload export freight, Asiatic merchandise, provisions, etc., averaging 30 cars per day; capacity for 75 cars.

Dock 9, handling eastbound freight, such as provisions, frozen fish, green fruit, etc., averaging 30 cars per day; storage capacity for 100 cars.

All carload freight requiring transportation over the Hudson and adjacent waters, to and from Jersey City, is handled over four floatbridges located on the North Side, with a classification yard for sorting out freight for respective car-floating stations. From 75 to 80 carfloats are handled daily at these bridges, or an average of seven to eight hundred cars per day.

The South Side Yard at Jersey City, with a standing capacity of 700 cars, in addition to several industrial sidings, provides for the following facilities:

Grain Elevator, with a capacity of 1,000,000 bushels, and unloads as high as 115 cars per day.

Dock 2, with a storage capacity for 175 cars of hay; also steamship pier used principally for tobacco, with a storage capacity for 70 cars.

Local team tracks, with a capacity of 100 cars of freight.

Jersey City Local freight station for receiving and forwarding of miscellaneous merchandise in C. L. and L. C. L. lots.

Jersey City Stock Yards, with a placing capacity of 30 cars of livestock.

The movement of cars through the South Side Yard is very heavy, keeping the Grain Elevator supplied, placing cars of fruit, vegetables and other perishables, besides the rough teaming track and platform merchandise freight and satisfying the industrial wants. In addition, four milk trains, with approximately 65 cars of products from the New York State dairies, are disposed of each night; also several carloads of packing house products, vegetables and fruits, which are trucked to New York for early morning market.

About two miles north of the Jersey City Yards is located the Weehawken Yards, providing standing room for 500 cars of coal, 700 cars of freight and a receiving yard for 280 cars. Along the water front there are six covered piers, two open piers and a coal dock, while in the yard, in addition to the track standing room, is the Local freight station, with team tracks, track room and an unloading shed for 12 cars of live poultry, track connections with the Hoboken Shore and Central R. R. of New Jersey, via car-floats handled over one floatbridge, and storage room in the yard for unloading 125 cars of structural iron.

The covered piers at Weehawken have a storage capacity for 1,350 cars, with an average handling of 175 cars per day, consisting of the following commodities: Acetate of lime, wax, flour, agricultural implements, cereals, wire, tobacco, etc.

The two open piers are 950 ft. long and over these piers is handled direct to lighters, structural iron, pipe, machinery, lumber, sand, salt and other heavy and bulky commodities, which cannot be handled on the covered piers. These piers are equipped with the following special facilities: Three traveling locomotive cranes and two stationary steam derricks.

The Coal Dock is operated only during the winter months and has a capacity for unloading 175 cars of coal daily. At Undercliff, N. J. (about 2½ miles north of Weehawken), there are two local piers over which the regular coal business is handled and which

have a capacity for unloading 350 cars of coal per day.

Weehawken Yard is about four and one-half miles distant from Croxton and is connected with the latter yards by double tracks over the Weehawken Branch and through the Bergen Tunnel. Freight passing between these yards, as well as Jersey City Yards, is moved by yard engines.

The docks at Jersey City and Weehawken, as well as the Jersey City Local Station, are under the supervision of Agent, Long Dock. The term "Long Dock" is a misnomer and originated back in the early fifties. It applied to an open wooden pier, which was some 2500 ft. long and 65 ft. wide, in the space now occupied by Pavonia Avenue. All freight for lighterage or export delivery, is billed to Long Dock and as all lighterage freight has from ten to sixty days free time, same is unloaded on the piers at Jersey City or Weehawken, wherever the particular commodity is handled.

The average station man has not a very definite idea as to how lighterage freight billed to Long Dock is cared for. To give an idea of how this feature of the operation is handled, we will take, for an example, a car of agricultural implements so billed. On arrival at the Terminal report of arrival is forwarded to Agent at Long Dock and copy to lighterage office, Produce Exchange, N. Y., giving necessary information for arrival notice to be sent to consignee. The check list is sent to the dock where this class of freight is handled, which, in this instance, is Dock "D," Weehawken. On this particular commodity of freight sixty days' free time is allowed and if the freight remains on the dock beyond the free time, storage charges are assessed. Freight so billed is entitled to lighterage to any point within lighterage limits in New York Harbor. When the consignee desires his freight delivered (say, for instance, to the Cunard Line), he sends the arrival notice to the Lighterage and Foreign Freight Agent located in the Produce Exchange Building, New York, who, in turn, issues lighterage order specifying the delivery and the time it must be alongside the steamship.

There are thirteen thousand tons of freight, exclusive of coal and grain, handled daily on the New York, Brooklyn, Jersey City and Weehawken Stations and piers, most of which has to be handled by water transportation. To take care of this large amount of freight the Erie's marine power numbers 11 tugs, 29 car-floats, 84 covered barges, 18 open lighters, 3 steam lighters, 2 steam hoist lighters, as well as eight ferryboats, which take care of the passenger traffic between New York and Jersey City.

The principal stations of the Erie in Greater New York are, Pier 7, E. R., Duane Street, West Houston Street, 28th Street, 49th Street and Wallabout, Brooklyn. The Company also has terminal privileges for receiving and forwarding C. L. and L. C. L. freight at Harlem Terminal, New York, and Bush Terminal, Jay Street Terminal, Brooklyn, Eastern District, Terminal, and New York Dock, Brooklyn. All business to and from these points is handled by car-floats.

At 28th Street, in connection with the freight station, we have a yard with a capacity of 105 cars. Cars are removed from floats at the floatbridge and switched to the teaming tracks and freight station. The business to and from this station amounts to 60 or 70 cars per day.

Duane Street Station, New York, which includes Piers 20 and 21, N. R., is the most interesting of the stations on the New York side, where the unloading averages 150 cars per day the year round, while in the heavy Fall fruit season the unloading exceeds 200 cars per day and the westbound loading averages 75 cars per day. 60 to 75% of the eastbound freight consists of California fruit. 95% of the California fruit moving into New York is carried over the Erie and Pier 20 is set aside for the exclusive handling of this commodity.

The manner of handling the fruit is as follows: Orders are received from the various merchants who have fruit standing in the Croxton and Jersey City Yards, or in transit, about 4:00 P. M. each day. These orders are transmitted to the Croxton Yards by telephone and probably out of 150 or 200 cars being held, 90 cars are ordered. The calling of the fruit order and the location of the different cars is completed by 5:00 P. M., when the actual switching operations start. Each fruit dealer is assigned a certain section of the pier at Duane Street and these sections are sub-divided into smaller sections chalked out to designate where a certain kind of fruit is to be placed. To avoid confusion in unloading to the assigned sections, it is necessary to place the cars of fruit on car-floats according to a laid-out program, which requires considerable switching in the yards, it being fre-

quently necessary to handle as high as one hundred cars to reach the first two floats of ten cars each. The first float of fruit is due at Duane Street 7:00 P. M., or two hours after the cars on the order have been located in the tracks at Croxton. The cars are then switched out and moved to Jersey City, loaded on floats and towed to Duane Street, an average of eight to twelve floats leaving Jersey City at intervals of 45 minutes. The fruit is unloaded on the pier and ready for inspection of the Buyers at 7 o'clock in the morning. A printed catalog is issued describing the fruit and showing its location, and the auctioning of the fruit commences at 8:30 A. M.

Fruit advertised for sale and which is to arrive on morning fast freight trains, must be at Duane Street and in process of unloading at 7:00 A. M., or it is refused for that morning's sale, and if the yardmasters, despatchers and other employes knew how much that ten or fifteen minutes' delay in the Terminal Yard, or on the Division here and there, meant on the trains that have ordered fruit, when advised by the Superintendent of Transportation, and the quick runs that have to be made on the last lap over the New York Division and the Terminal—the loss of time could often be overcome.

Before concluding this article it might be interesting to give a few statistics in connection with the passenger business of the Erie Railroad entering Jersey City. 312 regularly scheduled passenger trains enter and depart Jersey City passenger station daily, except Sunday, handling some 76,500 people. This is more passengers than are handled by any other individual railroad entering New York, and compares with some of the leading lines as follows:

Railroad	Average Trains Per Week Day	*Average Passengers Per Week Day
Erie	312	76,500
C. R. R. of N. J.	240	39,500
D., L. & W.	235	56,500
N. Y. C. & H. R.	144	26,400
N. Y., N. H. & H.	120	18,200
P. R. R.	112	25,300

*The figures given include both east and westbound.

SOME USEFUL CEMENTS.

One of the simplest hard cements is the well known mixture of litharge and glycerin made to a stiff paste. It sets hard as a rock and is oilproof. A solution of water glass mixed with powdered calcium carbonate serves the same purpose.

A mixture of boiled linseed oil and fire clay resists acid better than most cements, though sulphur melted with glass powder is also ranked as very resistant to chemicals in general.

A good stone cement is made by mixing two parts of magnesium oxide, one part of magnesium chloride, powdered stone to suit as a filler and water to make a stiff paste. Basic magnesium chloride results.

A HORSE EATS ICE.

Up in Harlem is a grocer with a horse that has one of the strangest appetites ever known to the equine species. He likes ice. He seems fairly to crave it. If the piece is too big for him to get into his mouth and crunch up, he will lick it until it is small enough, and then he will chew it as many horses chew sugar. When he sees his master coming toward him with some ice he will whinny for it like another horse for a meal of oats.

"He's been that way ever since he was born," said the horse's master. He was born in midwinter, up in the northern part of the State, and I guess that's the reason. He doesn't care for crushed or shaven ice. He wants it in chunks, so he can chew on it. When he is in his stall we put it right in with his corn. He will take a big bite of ice, and after it is chewed up will eat corn for a while: It never seems to hurt him."

THE WOMEN WORK.

Seventy thousand men were in the German army manouvres on the plains of Silesia on the 150th anniversary of the conquering glory of Frederick the Great. And 70,000 German women are doing men's work to balance up the losses to the people. In the days of the ancient Frederick the women were not thus employed. That is one of the differences which men neglected to take note of in this age.

Weather was probably invented by his Satanic majesty so that people would have something to growl about when there was nothing else at hand.

RUBBISH ON RAILROAD PROPERTY.

Rubbish is Rubbish, no matter where seen or scattered. There is a place for Rubbish and that place is not on railroad property.

One often hears a traveler on a train say, "Isn't it strange how untidy the approach to a railroad station always appears."

The railroads are not responsible for the untidy appearance of property, other than their own, but they ARE RESPONSIBLE through their agents for the untidy appearance of their station property.

In other words, EVERY STATION AGENT is the man RESPONSIBLE for the untidy appearance of his station, ITS INTERIOR, ITS EXTERIOR AND THE GROUNDS SURROUNDING IT.

The appearance of a railroad station indicates the calibre of the agent, himself. If he allows rubbish of all kinds to remain about his station, if he allows the floor and walls of his station to remain filthy, the stove to become rusty and the windows unwashed, then he is not interested in his company's interests.

The tidy station and grounds reflects the agent and you are most certain to find him a man of good taste, clean and tidy in his dress, affable and courteous to the Company's patrons and, altogether, a real STATION AGENT.

The amount of his salary has nothing to do with the argument, the fact remaining that the active agent at the small station is the agent that will, sooner or later, receive recognition and promotion, when the cheering information reaches official ears, that he is a gentleman, a painstaking agent and keeps his station and its grounds looking neat and tidy 365 days in the year.

Boxes, barrels, old junk, filth and miscellaneous rubbish scattered about a station, is an awful sign of carelessness and lack of interest and it reflects on and damages the passenger business, for it is a fact that people follow the railroad that is cleanly in its habits just as a man courts the acquaintance of a person who is well dressed and up-to-date.

ERIE RAILROAD LAKE LINE DIVISION.

By H. C. Snyder, Assistant General Freight Agent, Chicago, Ill.



STEAMER DELOS W. COOKE EN ROUTE IN THE ST. CLAIR RIVER.

THE second writeup in the interesting series concerning the steamers, commanders and chief engineers of the Erie's Lake Line Division describes the "D. W. Cooke."

The Steamer Starrucca was built in 1897 and was operated under this name until 1912, when new boilers were installed and a general overhauling given its machinery under the supervision of our Marine Engineers, Messrs. Babcock & Penton, and when the steamer was ready for service President Underwood ordered the staunch ship named "Delos W. Cooke," in honor of the Company's General Traffic Manager.

The "Cooke" has a gross tonnage of 3,398 tons; an average package freight carrying capacity of 4,000 tons; 350 feet in length, 44-foot beam and 29-foot depth, making it and the Steamer "Underwood", the two largest ships in the fleet. This ship has carried at one time 169,000 bushels of wheat, over 5,000 tons, from Chicago to Buffalo, or 125 carloads of forty tons each.

The photograph herewith was taken while the steamer was en route in the St. Clair River and shows her to be very substantial, as well as good looking. As with the Steamer Underwood and other vessels of the fleet, it makes Erie men feel proud when these vessels are seen where they can be compared with ships in competitive fleets. The weather has to be unusually bad to compel this vessel to go into shelter and we are always able to count on four days' service between Buffalo and Chicago.

Captain John C. Clarke is master in charge of the "Delos W. Cooke." He was born at Buffalo and comes from a family of sailors. His father, George H. Clarke, served in the United States Navy before the War and was also master of lake schooners in their sailing days on the Great Lakes for thirty-five years and was regarded as one of the best of the veteran sailors living in his day. Captain Clarke's sailing career commenced in the year 1887 when he was seventeen years old and he knows the Great Lakes from end to end. His first service was as watchman on the Raleigh and for two years served as wheelsman and watchman on the big "Robert Mills." In 1896 he entered the Union Steamboat Line, now Erie Lake Line Division, service as Mate of the Steamer "Chemung," remaining in this position until 1898, when he sailed the Russell Sage of the Wabash Line, following which he sailed the Mary Boyce, which was engaged in towing canal boats between Cleveland and Buffalo, grain moving eastbound and sugar westbound. Fol-

lowing this he served in the old Soo Line fleet, which is now consolidated with the Mutual Transit Company and in the Summer of 1906 he was made



CAPTAIN JOHN C. CLARKE.

Captain of the Steamer "Starrucca," since which time his record with this ship has been of the very best. He is held in high regard because of his loyal service and fine record and he is ever on the lookout to say a good word in the interest of increased traffic for the Line.

Charles R. Ogg, Chief Engineer of the "Cooke," has come through a line of experience that is most interesting and shows how important it is to build a good foundation in early life, in order to fit a man for important positions, which may be assigned to him later on in life. At the age of fourteen he was a bound apprentice in a marine engine building shop at Dundas, Canada, where he served a full apprenticeship for five years, when he commenced sailing at the age of twenty-one and has been in continuous marine service for over thirty years. He came to the Erie Lake Line in January, 1910, as engineer of the J. G. McCullough, then followed on the G. A. Richardson, and beginning with this season, was advanced to the Steamer "Cooke." During the closed season of navigation Mr. Ogg is assigned to supervising the repair work on the engines and boilers of the fleet.

The brief sketches of these two men show the fine qualifications they have for their respective positions and it is also pleasing to note that they are ably assisted by very competent men in the crew, whose continued faithful performance of their duties will enable us, we hope, to give in this magazine a fitting report of their success in being advanced to positions of similar responsibility.



CHIEF ENGINEER CHARLES R. OGG.

To save the time taken for blue print, a camera has been invented for rapidly producing prints from original drawings.

THE ERIE ROLL OF HONOR

EMPLOYES, WHOSE NAMES APPEAR BELOW, HAVE BEEN AWARDED CREDIT MARKS FOR MERITORIOUS SERVICES.

Tony Philpot, Clerk,
New York Division.

B. Boice, Operator,
Deleware Division.

Wm. Spellecy, Conductor,
Susquehanna Division.

W. S. Sherman, Operator.
Susquehanna Division.

J. J. Lyons, Engineer,
Susquehanna Division.

Michael King, Engineer,
Susquehanna Division.

D. E. McCarthy, Engineer,
Susquehanna Division.

S. F. Miller, Engineer,
Susquehanna Division.

J. M. O'Loughlin, Engineer,
Susquehanna Division.

J. R. Saunders, Engineer,
Susquehanna Division.

C. H. Pettis, Engineer,
Susquehanna Division.

T. J. Smith, Engineer,
Susquehanna Division.

J. J. Currier,Engineer,
Susquehanna Division.

J. W. Coleman, Engineer,
Susquehanna Division.

Patrick Rohan, Engineer,
Susquehanna Division.

J. W. McCarthy, Engineer,
Susquehanna Division.

Fred Miller, Engineer,
Susquehanna Division.

C. F. Keeler, Engineer,
Susquehanna Division.

A. Jordan, Engineer,
Susquehanna Division.

J. F. Hogan, Engineer,
Susquehanna Division.

G. W. Fisher, Brakeman,
Cincinnati Division.

C. L. Alheit, Conductor,
Cincinnati Division.

George Stabner, Engineer,
Cincinnati Division.

F. J. Condon, Conductor,
Cincinnati Division.

C. F. Schauck, Engineer,
Cincinnati Division.

C. C. Marean, Engineer,
N. Y. S. & W. Division.

Michael Scott, Fireman,
N. Y. S. & W. Division.

R. L. Wright, Conductor,
N. Y., S. & W. Division.

Judson Potter, Engineer,
N. Y., S. & W. Division.

A. Anderson, Station Agent,
N. Y. S. & W. Division.

Tony Philpot, Clerk at Closter (N. R. R. of N. J.), New York Division, discovered a broken brakebeam on car Southern Railway, 135815 in train 282 and stopped train before an accident befell it.

B. Boice, operator at Susquehanna on the Delaware Division, was on the lookout for possible trouble and as train 80 passed he noticed a door swinging open on a refrigerator car and promptly notified conductor, so that train was stopped and door properly secured.

W. S. Sherman, operator, Susquehanna Division, by his prompt action in repairing water valve at Corning Water station, and getting line to work promptly, prevented any delay to trains.

On a recent date P & L. car 33002 in train 2d 78 became derailed at Smithboro on the Susquehanna Division and through the interest and good judgment of Conductor Wm. Spellecy it was promptly retracked, thereby saving delay to a fast freight train.

On a recent date train 902, New

York, Susquehanna & Western Division, was detained at Blairstown, N. J. 12 minutes, account of hot tank journal. Later a flue burst on engine. Despite these handicaps engineer Marean and fireman Scott succeeded in bringing train to Jersey City on time.

On a recent occasion an engine of the "Big Four" broke down and obstructed the Erie tracks near Slicks on the Main Line, Cincinnati Division. Conductor Alheit and Engineer Stabner of the Erie left their train in charge of Fireman and went to the assistance of the connecting road, rendering heroic service in getting engine repaired and track cleared, thereby preventing delay to Erie trains.

As an extra freight train was pulling out through siding at Polk on the Cincinnati Division, F. J. Condon, Conductor, discovered two brakebeams down under one of the cars and took necessary means of having same attended to, thereby preventing what might have resulted in an accident.

On a recent date a freight train pulled out a drawbar near Polk on the Cincinnati Division and the head end had started to put a car on siding. Train 7 had run up behind the freight train and was standing there, when it was noticed that the freight train was moving slowly back down the hill. Engineer Schauck, who was in charge of train 7, immediately started his train back, regulating the speed so that he caught the freight train with his engine without doing any damage.

While in charge of train extra 36, at Swartswood on the N. Y., S. & W. Division, Conductor R. L. Wright discovered Erie car 49571 with broken arch bar and promptly switched car for repairs.

Judson Potter, Engineer on the N. Y., S. & W. Division, discovered a bent axle on west end of car W. T. L. 15466 at North Paterson, N. J. and promptly reported same, with result that car was set out for application of new set of wheels.

While train 200 was passing Naomi Pines on the New York, Susquehanna & Western Division, A. Anderson, Station agent at that point, discovered bent journal on car 50575 and reported same to dispatcher, who ordered car switched at Pocono Summit for application of new wheels.

The following engineers, employed on the Susquehanna Division, have received recognition for mileage made without engine failures, as follows: J. J. Lyons, 21709; Michael King, 22152; S. F. Miller, 24679; D. E. McCarthy, 24810; J. M. O'Loughlin, 24988; C. H. Pettis, 23553; J. R. Saunders, 25820; T. J. Smith, 20223; J. J. Currier, 20056; J. W. Coleman, 21235, in switching service; J. W. McCarthy, 35847; Patrick Rohan, 29332, in ordinary freight service; Fred Miller, 24652, J. F. Hogan, 32440; in freight and switching service; C. F. Keeler, 26879,in fast freight service; A. Jordan, 58806, in passenger service.

G. W. Fisher, yard brakeman at Akron on the Cincinnati Division, discovered a brakebeam down and dragging in train extra 3008, West, and called Conductor's attention to it, resulting in its being cared for. This prompt action undoubtedly prevented an accident.

RAILROAD MEN'S IMP. SOCIETY

The second meeting of the Fall course of the Railroad Men's Improvement Society was held Thursday Evening, October 23rd, at the Trunk Line Rooms, 143 Liberty Street at 6:00 P. M.

The meeting was largely attended and members were favored with a very excellent address by Mr. H. M. Wade, General Baggage Agent and Agent Mail Traffic, Erie Railroad, on "The Relation of the Railways to the Post Office Department."

The following gentlemen will deliver papers during the Season: Mr. F. M. Graff, Mayor of Meadville, Pa.; Mr. M. B. Pierce, Assistant Commerce Counsel, Erie Railroad; Dr. Angus Sinclair, President and Editor, "Railway & Locomotive Engineering," New York; Dr. Lee Galloway, New York University; Captain Robert W. Hunt, President R. W. Hunt & Company, Chicago, Ill.; Mr. Chas. Cluff, General Sales Manager, Carnegie Steel Company, New York; Mr. Geo. A. Post, President, Standard Coupler Company and the Railway Business Men's Association and Mr. W. O. Rock, Division Passenger Agent Erie Railroad.

The last meeting was held on November 6th, addressed by Mr. F. M. Graff, Mayor of Meadville, Pa., on "Government Regulation of Railroads, with regard to Safety Appliances."

There are times when every man has to take a certain amount of back talk from his conscience.



A STRONG CARTOON WITH A SIGNIFICANT MEANING.

A SAFETY FIRST CARTOON.

The above cartoon was drawn by an amateur at Buffalo, N. Y. and is strong, inasmuch as it tells a story pictorially, that is plain to anyone at a glance, It is strong in another way, because it represents a subject that is considered of first importance at the present time by the officials of the Erie Railroad and those of its employes who consider life and limb worth protecting in the always dangerous calling attaching to positions in the operating department.

Much has been written in the pages of this Magazine about "Safety First" and it is felt that the seed sown has borne fruit generously, inasmuch as the percentage of personal accidents has been materially reduced since the slogan SAFETY FIRST, has been preached religiously to those whose daily vocations place them in positions where only the greatest care and vigilance, protects them from injury and often death.

The cartoon shows a railroad man who has seen a defective rail, caused by a broken fish plate, flagging an approaching train, while the spectre, Death, lurks behind him awaiting the holacaust and its grim sequel.

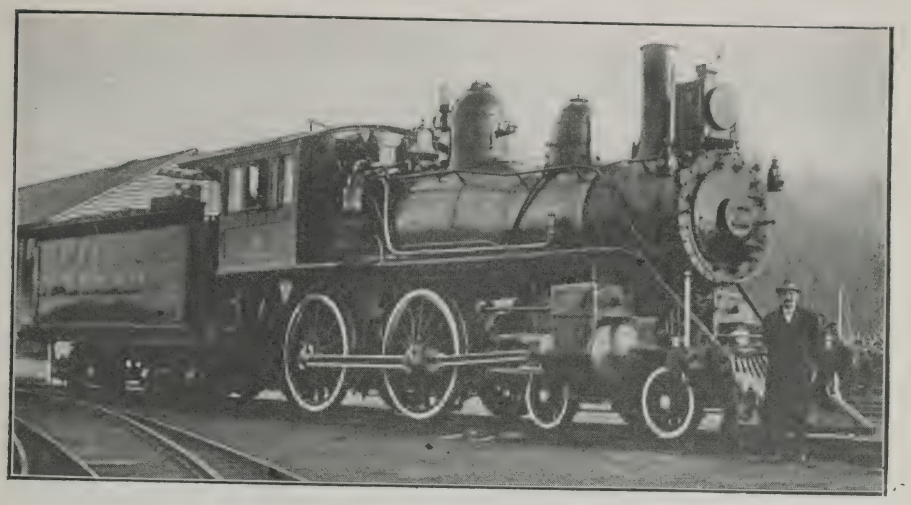
The spectre is defeated, because the railroad man, conscious of the sacred obligation he owes his company, has seen the train approaching on a straight line and stopped it in time.

To the flagman, the brakeman or anyone else to whom the duty of protecting a train with a flag, or stopping a train for any good reason, such as the cartoon illustrates, may fall, this surely is a picture that should fix itself so indelibly in their minds, that they will never forget how to flag RIGHT in connection with SAFETY FIRST.

France has spent $35,000,000 in planting trees on the watersheds of important streams.

There are now more than two million farmers in the United States using the telephone.

The road to success is embellished with mighty few sign posts.



ONE OF THE RELIABLES OF THE N. Y. S. & W. DIVISION.

ENGINEER MAREAN AND NO. 9.

Engineer C. C. Marean is as proud a man as runs on the N. Y. S. & W. division. His engine No. 9 left Stroudsburg Shops on Decembe 19th, 1912, after receiving T. B. M. F. & B. F. repairs.

This engine was practically rebuilt and is now the pride of the New York, Susquehanna & Western Division and Mr. Marean can well feel proud of his engine, as well as Master Mechanic T. S. Davey, and General Foreman W. H. Snyder and their efficient staff and men.

It is hoped that this engine will speak volumes for Stroudsburg Shops.

Engine 9 has a very hard run on train 902 and 905, between Stroudsburg and Jersey City, making a little over 200 miles each day.

This engine made a grand total of 104668 miles since her last T. B. M. F. Repairs, which speaks well for the treatment and care she has received.

Engine 9 is a member of the Order of the Red Spot and well deserves to be, as engineer Marean takes a great deal of pride in her and enjoys spending his leisure hours trying to determine how he can lead the other engineers that run into the Jersey City Terminal, in the way of having the most attractive engine.

His latest idea, as you will note, is the sporty-appearing Indian Chief standing upon the headlight of the engine, with bow and arrow in hand pointing ahead to progress,

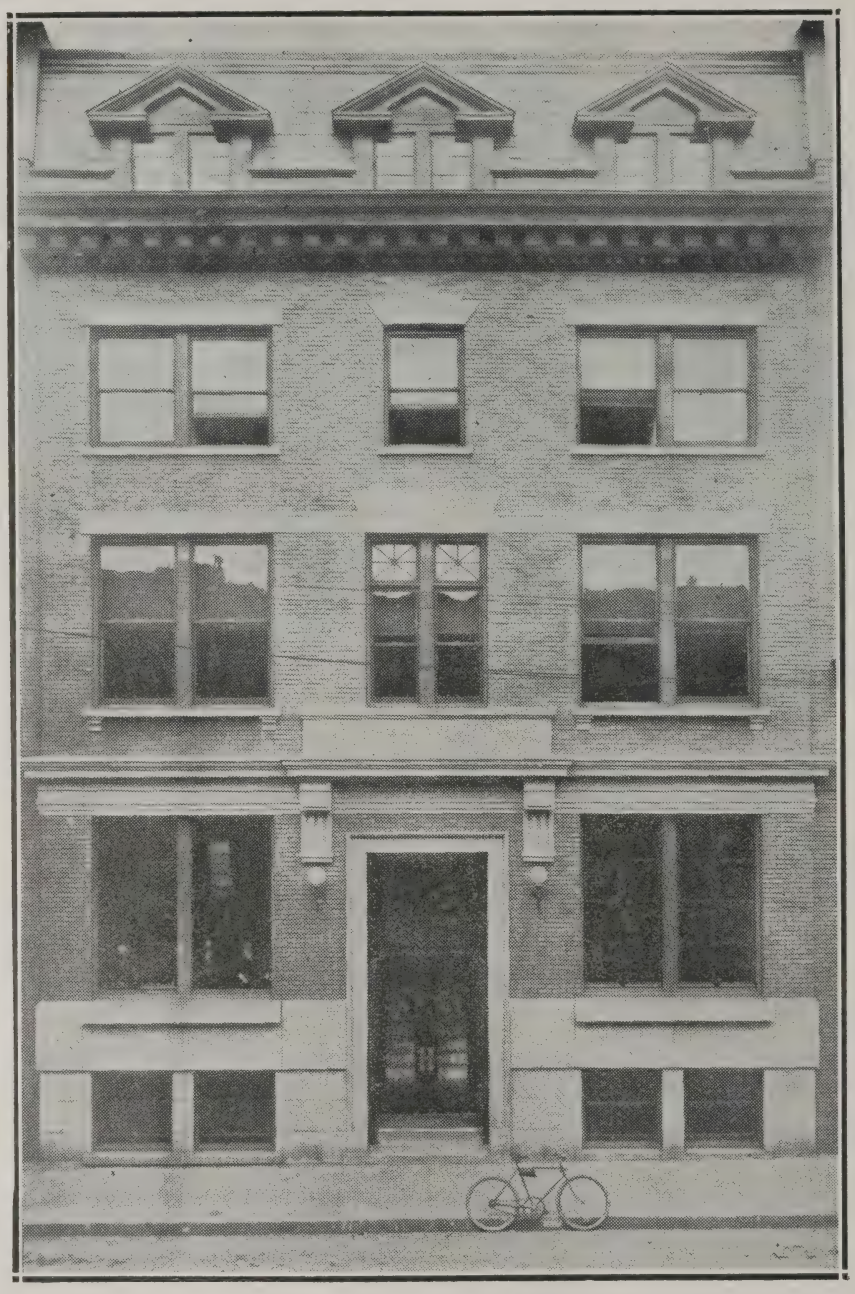
The statue was designed by our worthy tin and pipe shop Foreman, Mr. Rotzell, and is painted a bright red presenting a very attractive appearance. Engineer Marean is standing at the front end of his engine dressed in his "Sunday best," having just returned from a visit with "Proressor" Wilson L. Boyle, formerly engine dispatcher at West End, Jersey City.

It might be well to state that engineer Marean did not fail in showing his appreciation of the splendid work done on his engine, as he liberally passed the cigars to all shop men connected in any way with the work.

STATISTIC'S ABOUT TREES.

During the past fiscal year, from July 1, 1912, to July 1, 1913, 3,779,041 growing trees and 15,040 pounds of tree seeds were imported into the United States. For the most part these trees included valuable species that do not grow in the United States and stock which can at present be bought more cheaply abroad. The tree seeds were used largely for purposes of reforestation. Importations of trees were made from sixteen countries, France leading, with 1,782,255, Germany being second, with 849,245, and Holland third, with 690.632. Australia, Japan and India were among the countries from which shipments were made.

Every mother dreams that her son may be President some day, but she would be awfully surprised if her dream were to come true.



EXTERIOR VIEW OF NEW Y. M. C. A. BUILDING AT PORT JERVIS, N. Y.
(See Page 541.)

DEDICATION OF THERAILROAD Y. M. C. A. AT PORT JERVIS, N. Y.

ON June 28th, 1912, with appropriate ceremony, the corner stone of the new Railroad Young Men's Christian Association at Port Jervis, N. Y., was laid. The facts concerning this important event were duly chronicled in this Magazine, together with a suitable picture.

On Friday, October 17th, last, the beautiful building, completed, equipped and ready for occupancy, was dedicated with even greater ceremony than the corner stone laying and a red letter day was entered on the records of the wide awake village of Port Jervis.

There was a large representation of Erie Railroad men present at the dedication, because the Erie has quite a financial interest in the building and Mrs. Mary A. Harriman, widow of the late E. H. Harriman, is also financially and personally interested in the institution.

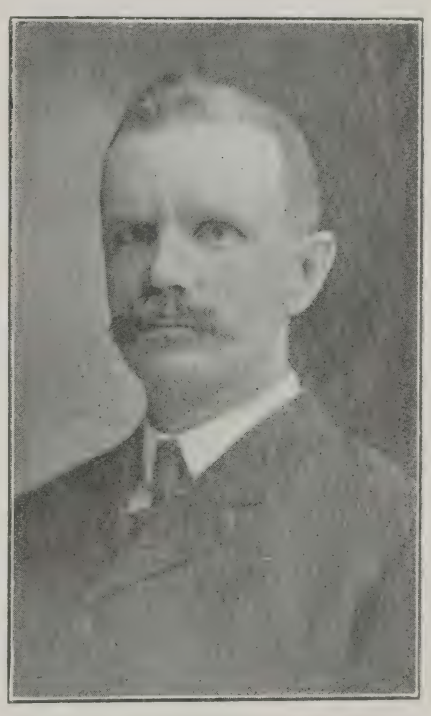
When the invited guests and public assembled in the association building to participate in the dedication ceremonies, they found it aglow wit'ı flowers, plants and flags, which added to the brightness of the interior, same being enhanced by the display of electric light. There were present a large representation of women, many oi whom will lend their energy to increase the welfare of the Association.

On the platform were seated Dr. H. B. Swartwout, President of the Association; Charles H. Turner, General Secretary; George N. Orcutt, Assistant to the President of the Eric Railroad and representing him; J. B. Dickson, Superintendent, New York Division, Erie Railroad; Rev. Willard Conger, Rev. Samuel Jones, Rev. E. R. Kruizenga, Rev. C. W. McClure, W. H. Nearpass, Mayor of Port Jervis; R. B. Smith, State Secretary, International Y. M. C. A.; W. H. Ball, Secretary; W. A. McClellan, representng Mrs. Mary A. Harriman and the Harriman Corporation, and I. W. Mandigo, Superintendent of the Harriman Corporation.

The exercises began with a pianosolo "Meditation, "from Thais by Miss Florence Swartwout; invocation, Rev. Samuel Jones; Reading from Scriptures, Rev. E. R. Kruizenga; dedicatory prayer, Rev. Willard Conger and dedicatory hymn, sung by audience, Miss Swartwout, accompanist.

The first speaker was Mr. George N. Orcutt, who expressed regret at President Underwood being unavoidably absent, after receiving a most cordial invitation from the Association.

Mr. Orcutt stated that by no means could he represent Mr. Underwood in bigness of heart, in constant effort, any more than he could in physical stature. When a railroad company, pressed as it is for funds for the material development of its system, contributes considerable money to an institution such as the Y. M. C. A., it means something as an investment.



DR. HENRY B. SWARTWOUT.

President Underwood, from his wide experience in all departments as a railroad man, both as employe and an executive officer, looks upon the Association as a means that will tend to better the company and better the men in its employ by means of contributing to their physical and moral welfare. The Erie Railroad Co. has a human interest in the welfare of its

employes and, from towns and cities the size of Port Jervis, which is an important division terminal, there must come the boys, the future employes of the system. The corporations are laying great stress on a better class of men who are fitted by reason of such institutions as the Y. M. C. A. for the duties of life. "The world is growing better," said Mr. Orcutt, "and the Y. M. C. A. is a strong factor for good." He wished the Association great success in its new building which, after all, will be an expensive institution to maintain, but will produce results in character, skill and integrity.

Mr. W. A. McClellan, representative of Mrs. Harriman and the Harriman Industrial Corporation, extended greetings and congratulations to the Port Jervis Association and paid a high compliment to General Secretary C. H. Turner for his hard and earnest work. He assured his audience that in the new building there was no shoddy workmanship and only the best material had been used. After wishing the Association long life and success in the new building, Mr. McClellan turned over the keys to Dr. H. B. Swartwout, President of the Board of Directors of the Association.

In accepting the keys Dr. Swartwout stated his satisfaction concerning the good work of the Y. M. C. A., and its uplifting influence in the making of good citizens. To Secretary Turner, when he assumed his duties, came the need of new quarters for the association, and, by his incessant labor and careful plans a campaign was inaugurated which resulted in the raising of $20,000 for the new building, in addition to the gift of $10,000 by Mrs. Mary A. Harriman and $10,000 from the Erie R. R. Co. The building is well constructed, of the best material, and being particularly adapted for the use of railroad men now, has dormitories of 26 rooms with a capacity of 45 beds. This, however, is not sufficient, as the fourth floor needs dormitory equipment, and the dining room, kitchen and gymnasium are yet to be furnished. Five years ago the membership was less than 100; now the Association has 504 members and, it is anticipated, will continue to grow as the merits of the Association become better known.

State Secretary Rolif B. Smith conveyed the greeting of the state committee and the 200 associations of the State of New York, and congratulated the Port Jervis Association for its enthusiasm, faith and courage as manifested by its general secretary. "You broke every known law in making a success of the campaign in Port Jervis," said Mr. Smith, "but you did it." The Association work is one of practical investments for railroad men and corporations for the physical comfort, the moral tone and the spiritual uplift. It is co-operative between the company and the men, free from creeds, and is one of the vital assets of the community. Port Jervis Association should be a power house of rightousness and dynamics for vital concentration.

Other speeches were made by W. H. Ball, International Secretary and W. E. Finno, a Y. M. C. A. religious worker.

During the following day several hundred persons, unable to be present at the dedication, made an inspection of the building and were warmly welcomed by General Secretary Turner.

Following is a description of building:

The handsome brick structure, four stories in height, with basement, is 41 by 110 feet. In the basement are located the bowling alleys, barber shop, 200 steel lockers, lavatory, toilet room, bath room with shower and tub baths, storage and boiler rooms; the floor being of concrete and lighted throughout with electric lights. The boiler has a capacity of 500 gallons. Steam heat throughout the building is furnished from the Erie shops, and all of the four floors are lighted by electric lights.

On the first floor are located the lobby and office, reading rooms, pool and billiard rooms, secretary's office, gymnasium and auditorium with a gallery, capable of seating an audience of 400 people. The auditorium is also equipped with a stage of 18 feet opening; the floor space being of 18 feet wide by 55 feet long, and is well adapted for the holding of meetings, receptions, concerts and entertainments.

The second floor is devoted to class roms, general assembly and banquet room, with a seating capacity of 100, committee rooms, kitchen and dining room.

On the third floor are located 26 sleeping rooms, with a capacity of 45 beds, together with toilet rooms and lavatories, all lighted by electricity, heated by steam, and each room having a transom and outside windows.

The equipment of the fourth floor will be similar to that of the third floor when completed.

The interior is finished in chestnut and makes a fine appearance.

The first, second, third and fourth floors are connected with standard fire escapes leading to the ground at the rear, and there are also on each floor, 75 feet of fire hose connected with r standpipe. Chemical fire extinguishers are on every floor, and there is installed an electric fire alarm system throughout the building. Every provision has been made for fire prevention and the motto, "Safety First" is well exemplified in the equipment of this building, as every requirement relating to fire protection has been properly met.



CHARLES H. TURNER.

The bowling alleys were installed by the Brunswick-Balke-Collender Company; the pool tables by Sanford Bell and Lahn; the lockers by the Terrill Equipment Company, of Grand Rapids, Michigan; the furniture by C. I. Terwilliger and Son; the linens and towels by R. Jordan & Co., Stevens Whitney and Denton, and the Economy Store of Port Jervis.

The Spengler Electrical Construction Company did the electric wiring and installation of fixtures were installed by Swinton & Company, and the general construction of the building was in charge of the Harriman Industrial Corporation, under Superintendent A. F. Clark and William Lawson, the architect being Charles F. Long, of Jersey City. N. P. Blood did the painting of the exterior, and Messrs. Hoffman & Schoonmaker and Cramer & Worden, the interior. The front of the building is of tapestry buff brick, with trimmings of native bluestone, the latter being furnished by the Standard Bluestone Company of Parkers Glen, Pa. In every feature the building is well constructed and is admirably adapted for the use of the 504 members of the Association, as well as being one of the permanent improvements that speaks well for the progressive ideas of the city of Port Jervis.

The corner-stone of the building was laid on Friday, June 28th, 1912, with imposing ceremonies, in the presence of hundreds of our townspeople, as well as many visitors from the vicinity. The officers of the Association are as follows:

Directors.—Dr. H. B. Swartwout, President; F. B. Tucker, Vice-President; Charles N. Higby, Secretary; F. E. Schoonover, Treasurer; Charles H. Turner, General Secretary; Messrs. J. H. Wood, W. G. Perschbacher, W. F. Knapp, F. L. Clark, W. B. Glass, W. E. Balkcom, A. O. Roberts, F. H. Murray, S. M. Cuddeback, A. T. Porter, Dr. W. L. Cuddeback, L. Ray Glass, Fred Terwilliger, C. P. Eckels, S. M. Lamb, George Sells, B. D. Carpenter, J. H. Gordon.

Trustees.—C. I. Terwilliger, President; J. H. Kirk, Vice-President; F. R. Salmon, Secretary; Charles F. Van Inwegen, Dr. H. B. Swartwout, Albert J. Linley, John Schmidt.

The employes of the building are Charles H. Turner, General Secretary; Day Assistant Secretary, W. W. Knapp; Night Assistant Secretary, George Sidwell; Clerk, W. E. Moore; Matron, Miss Emma Boyd; Janitor, Andrew Hensel; Physical Director, W. L. Boggs.

Dr. H. B. Swartwout, Chairman; Messrs. F. R. Salmon, F. B. Tucker, C. H. Turner, and Dr. W. L. Cuddeback, comprised the building committee, who had supervision of the commodious structure which ornaments Pike Street.

Secretary Turner is, undoubtedly, the right man in the right place. Before identifying himself with Association work he had been employed 15 years by the Erie Railroad. Starting as messenger, March 1, 1893, he worked himself up gradually to be chief clerk in the car department and

remained in that position until January 1st, 1909, when he resigned to become General Secretary of the local Association, since which time the membership has advanced from less than 100 to 504 at present, housed in its present building, which cost upwards of $67,000.

DONT'S THAT ARE WORTH REMEMBERING.

Don't fail to notify the Superintendent's office promptly of all cars set out short of destination on account of bad order.

Don't fail to see that the waybills are delivered at the proper place on your arrival. This will avoid delay to freight.

Don't neglect to set brakes upon cars when leaving them, because the air will leak off.

Don't neglect to report to the proper officers any violation of the rules or printed instructions that may come to your notice. It may prevent some serious accident.

Don't try to do things in the way that is the easiest to you, but do it in the way that will save the Company the most money.

Don't lose sight of the fact that the Company's interests are identical with yours.

Do not think that the Company wants you to take a hazardous chance in order to save time; but do your work in a safe way.

Do not offer the argument advanced by so many that "it was the other fellow's duty." See to it yourself, and thus avoid placing the blame on someone else.

Many accidents will be prevented if you obey the rules.

Do not overlook any defects in machinery or tools that might cause an accident, but see that every safeguard is applied to avoid possible injury, and see that all dangerous obstructions and loose material are removed.

If you see anyone in danger, tell him about it and avoid getting in the same place yourself. Don't get hurt.

A careless person will injure himself or some one else if you let him alone. Tell him to be safe.

Do not fail to inform non-English-speaking employes of the danger of their work, pointing out the proper way to do such.

Obedience to the rules is the cheapest insurance you can buy. The cost is nothing. The returns are great.

It is your duty to repair, or report to the proper officer any defects found in connection with tools, machinery or appliances. This duty you owe to yourself, your family and your employer.

Use your judgment in connection with the rules, but do not violate them.

Help to "prevent injury" to yourself and others. Do your part .

Do not step on the footboard of an engine approaching you. Stop the engine and then get on.

Never ride the pilot of an engine. The rules forbid you to do so.

The best way to take care of those dependent upon you is to take care of yourself. Prevent injury.

Do not fail to look your trains over at all stops and see that all doors are properly closed and that all conditions are safe for movement.

It is bad practice and poor judgment to give exhibitions of how you can get on or off of a fast moving train. Don't do it. It will not pay.

Do not work with a reckless or unsafe man, as it is you who assumes the risk.

Do not fail to comply fully with the rules laid down. That is what they are made for.

Do not go between moving cars to cut the air or lift the knuckle pins.

Do not try to adjust couplers with your foot or line up knuckles with your hands as cars are coming together.

Do not stand on the very end of a car which is going to be coupled onto another car or cars.

Do not take desperate, foolish and unnecessary chances in coupling moving cars.

YOUNGSTOWN'S NEW HOTEL.

The Hotel Ohio was opened at Youngstown, O., on September 29th. The erection of this palatial edifice, with over 200 rooms and bath, is due to the enterprise of local citizens, headed by J. G. Butler, Jr. The capital subscribed represents about $900,000. Mr. Charles T. Alexander is President and General Manager of the Hotel.

Its exceptionally large and lofty lobby and office in marble and gold presents a magnificent and welcome appearance. Its spacious banquet hall is one of exceptional beauty, while its dining room and number of other public rooms and bed rooms have a most friendly appearance. The Hotel has already become the business and social center of Youngstown.

LIVE STOCK TRAFFIC HEAVY.

The following splendid live stock report has been received from East Buffalo:

	Loaded	Unloaded
August,	184	350
Sept.	340	620
October to 27th. inc.,	393	1199
	912	2169

This fine showing is attributed to the great care and attention given live stock, the prompt service and fast time made between Buffalo and Jersey City.

THE MOTHER-IN-LAW.

Among the passengers who sailed from Philadelphia for Liverpool on a steamer recently was a mother-in-law who had been "turned down" by her son-in-law and was being deported by the government because she was likely to become a public charge. The mother-in-law is an English woman and her son-in-law is a resident of Philadelphia. When the woman arrived last week to make her home with her daughter the son-in-law protested to the immigration authorities against her being landed. In his formal protest he declared the mother-in-law, who had visited him before, to be a perpetual trouble maker, objectionable in many ways, and that it was impossible for him to live under the same roof with her. His wife joined him in the formal objection to her mother.

The mother-in-law, being well up in years, and the son-in-law refusing to receive her, there was nothing left for the immigration officials to do but deport her. And so this mother-in-law got what, in street vernacular is called the "double cross." Some mothers-in-law have a hard time, and, as in the case in question, they make much of it themselves, and, consequently, have to pay the piper.

A STARTLING LECTURE.

Mr. J. M. Barrie has given us a whimsical description of Professor Campbell Fraser, the famous author and dramatist having been at one time one of the professor's pupils. "I see him rising in a daze from his chair," says Mr. Barrie, "and putting his hands through his hair. 'Do I exist,' he said thoughtfully, 'strictly so called?' The students looked a little startled. This was a matter that had not previously disturbed them. Still, if the professor was in doubt there must be something in it. He began to argue it out, and an uncomfortable silence held the room in awe. If he did not exist the chances were that they did not exist either. It was thus a personal question. It was no wonder that the students who do not go to the bottom during their first month of metaphysics begin to give themselves airs, strictly so called. In the privacy of their room at the top of the house they pinch themselves to see if they are still there."

When you have done a good thing, don't sit down and wait for people to come around and look at your halo and pat you on the back.

THE STOVE COMMITTEE

APPOINTMENTS.

Executive Department.

At a meeting of the Board of Directors of the Erie Railroad Company, held October 22, Mr. J. C. Brinton was appointed an Assistant Secretary.

Traffic Department.

W. L. Kendall, agent of the Erie despatch at Cedar Rapids, Iowa, with office, Room 304 Cedar Rapids Savings Bank Building, vice W. P. Kernan, resigned.

C. W. Colby, Manager, Pacific Coast Traffic, in charge of freight and passenger traffic; also of the Erie Despatch, with office at No. 26 Powell Street, San Francisco, Cal.

C. T. Slauson, General Agent in charge of freight and passenger traffic; also agent of the Erie Despatch, with office at No. 26 Powell Street, San Francisco, Cal.

R. T. Hughes, Traveling Passenger Agent, with office at 26 Powell Street, San Francisco, Cal., vice C. T. Slauson, promoted to General Agent.

Mechanical Dept.

Kent, Ohio.

Wm. Van Horn, Piecework Checker, vice C. R. Wesley, resigned.

Avon, N. Y.

W. G. DeLeury, Foreman Boilermaker, vice J. A. Leonard, transferred.

Port Jervis, N. Y.

T. E. Cullen, General Foreman, vice J. H. Winfield, transferred to Croxton.

Jersey City, N. J.

James Farquaharson, Foreman Boilermaker, vice B. F. Long, resigned.

Susquehanna, Pa.

L. M. Granger, Technical and Practical Instructor of Apprentices, vice E. J. Dailey, transferred to other duties.

F. R. Stuart, appointed Assistant General Foreman.

ORDER OF THE RED SPOT.
NOVEMBER MEMBERSHIP.

Susquehanna and Tioga Divisions.

No.	Engineer.	Fireman.
2565	J. A. Hammond	F. Marunda
	S. Mersereau	F. Buck
2542	E. A. Brink	D. G. Roosa
	A. C. Van Demark	B. M. Granger
2538	J. Haire	L. Havens
	S. E. Mason	J. F. Cleveland
2566	M. A. Lynch	C. Slaight
	M. McCarthy	H. S. Bellis
528	G. C. Redfield	F. P. Ickes
	A. Jordan	J. D. McIntosh
518	J. C. Miller	D. F. Harrington
	T. Purcell	J. L. Finch
1620	J. J. McAndrews	R. J. Washburn
1625	G. W. Estabrook	J. M. Decker
1065	J. O'Laughlin	J. E. Foley
1094	S. F. Miller	E. J. Brick
1063	M. King	
1300	D. E. McCarthy	F. J. McGuire
1045	T. J. Smith	W. J. Cuthbert
1304	M. Mersereau	P. J. Canny
1059	F. B. Green	W. T. Oughterson

Tioga Division.

401	F. Hebe	D. O. Smith
402	W. S. Scott	A. Bunn
1101	T. D. Jones	A. S. Knapp

New York Central Division.

1664	F. Bragg	H. E. Theall
1644	E. Hosier	A. R. Powell

New York Division and Allied Lines.

No.	Engineer.	Fireman.
11	J. H. Linley	F. Daley
12	J. M. Haggerty	M. R. Moran
514	W. A. Johnson	J. G. Myers
517	D. J. Ackerman	E. J. Brower
522	W. French	C. M. Knapp
526	W. G. Cole	J. J. Coneys
590	J. O'Brien	T. Balmos
618	J. Ahern (days) W. Clauson (nights)	
783	H. W. Smith	N. M. Cable
813	W. O. Cutler	J. J. Reilly
820	E. M. Carlough	J. L. Kane
826	G. Wallace	G. Eckerson
830	W. E. Captain	E. R. Merritt
831	T. Duffy	E. J. Jacobus
850	W. Van Dine	W. F. Johnson
900	S. F. Ballam	S. F. Dries
937	H. N. Palmer	W. H. Pope
950	A. Garrabrandt	F. Demarest
955	D. O'Brien	W. McMahon
963	C. F. Handy	A. Knarich
964	C. H. Beatty	C. A. Johnson
965	H. L. Sarvent	J. E. Green
966	H. Schmoll	S. Sidler
968	S. Evans	D. Desposito
970	H. Springstead	F. Vernon
2503	J. Downs	J. Ruegger
3037	W. Crane	R. A. London
3038	F. Fitzgibbons	J. Merkenschlager
3042	A. O. Roberts	F. E. Wood
3043	W. B. Balcom	T. E. Davis
3044	A. H. Barley	L. J. DeVeboise
3045	F. Beatty	R. Warner
3046	W. Thomas	R. H. Pierce
3047	R. E. Moore	H. Paffenroth
3049	W. Coleman	F. Murray
3050	D. Brahaney	H. W. Hinckley
3059	W. H. Balmos	W. Brown
3064	E. J. Murphy	W. Grathwohl

TALKS with the OLD MAN



Tilted back in his official chair on a recent bright morning, the Old Man was perusing a document of great importance and his face wore an expression of deep concern.

Presently the door opened and who should walk in, but Gaffney, the trusted Lieutenant of the department. The separation having been somewhat protracted, naturally the greetings were cordial in the extreme.

"Well, well, well!" exclaimed the Old Man, "it is so long since I saw you, that I don't know whether its a year or longer. How long is it, anyhow," asked the Old Man, his face lighting up like a Summer sky.

"Not quite as long as that," replied Gaffney, gently," but it is quite some time, I know."

"Well, to get down to business," said the Old Man, as Gaffney pulled a chair close to the official desk. "What do you know and how are things moving out on the road? In other words, have you found any irregularities in your recent trips?"

Gaffney paused and his face took on an expression, that plainly answered in the affirmative. Finally, when the silence was broken, he replied, "Yes, Boss, I have seen several things that have discouraged me, particularly after coupling them with ERIE LOYALTY—that coveted phrase, which won for us the admiration of every railroad in this country."

The Old Man bent forward, dropped the document he was reading, and after adjusting his spectacles, turned his right ear close to Gaffney's face and said in a voice that betrayed his emotion. "Is it possible?"

"It's a hard, cold fact," replied Gaffney in a tone that indicated his deep respect for the Old Man.

"I presume I am here to take the rough with the smooth," the Old Man whispered, "so go ahead, Gaffney and let me hear your tale of woe."

"Well, to begin with, Boss, during the past year a supreme effort has been made to maintain SILENCE at our terminals and intermediate stations, where night trains stop. What I mean is, of course, SILENCE among our men, as far as it is possible and consistent to maintain it."

"And it can be done, easily," broke in the Old Man, "I know what you mean."

"Of course you do," replied Gaffney, "but I want to say to you, that the practice engineers have of blowing whistles and ringing bells alongside of passenger trains at night, is nothing short of a damn outrage, if you will excuse my use of the objectionable adjective, and I am of the opinion that it should be restricted, if not absolutely forbidden."

"Have we an engineer on our pay rolls, who is so dense and thoughtless, that he fails to realize it?" interrupted the Old Man.

"I am ashamed to say we have; not one, but many of them," was Gaffney's stern reply.

"Then get after them," ordered the Old Man, as he brought his clenched fist down hard on the desk, and if you have to give the erring ones merry Blazes, don't let up on them for a minute. This violation of orders, or, I might better say, total disregard, must and will be stopped."

The Old Man drew still closer to Gaffney and emphasizing his remarks with the side of his hand, which he brought down on the desk with rythmic precision, he continued. "Don't you know there is, practically, never an occasion when a whistle should be blown or a bell rung under the conditions referred to? And you know and I know, that the ringing of bells is fearfully overdone. The thoughtless engineers and firemen who persist in doing so, after being ordered not to, or, at least, to use ordinary

judgment, are as devoid of consideration as a little child making noise, the difference being, that the child is innocent, while the engineers and firemen simply don't care and their actions prove it."

"The automatic bell," suggested Gaffney, with an air of bitter sarcasm, "was placed on engines as a help to our men, but the ones whom we are now discussing seem to regard it as a toy and keep it ringing incessantly while running alongside trains standing at stations during night. Their thoughtlessness would be excusable, if it were not downright cussedness, so no mercy should be shown them."

"I think a little exercise of official prerogative might jog their memories," suggested the Old Man in a quiet way, and its meaning could hardly be mistaken.

"It might make some of them wear their thinking cap," replied Gaffney as though he thought the suggestion apropos. "I believe the habit should be prohibited and if it cannot be regulated any other way, then let us take the automatic bells off the engines; in fact, this should be done anyway in cases where they are not absolutely necessary." And to this proposition the Old Man nodded his assent.

"The loud talker is another nuisance we have to contend with," continued Gaffney. "This thoughtless person fills a position about stations, in yards and works about passenger trains. He works at night as well as day, and not only never thinks, but regards an official order as something to read and pay no attention to. You will find this man entering into a spirited discusion of a topic of no general interest, whatsoever, but of some personal interest to himself. He gets up close to a sleeping car at night and then begins his idle harangue to another of his ilk, totally indifferent to the comfort and rights of the company's paying passengers who are trying to sleep in the car.

"He talks and talks as long as the train is at a halt, but says nothing of importance and occasionally swears to emphasize his remarks. Yardmen yell when giving signals, instead of using their lamps, all of which is unnecessary and the result of thoughtlessness. When it is necessary to speak in relation to work, when conducted at night and while passenger trains are standing at stations, let it be done in a modulated voice, but in any event omit the yelling.

"These are a few of the things that happened to occur to me," said Gaffney, "and I might discuss others, were it not for taking up too much of your valuable time."

"Very true," responded the Old Man, "but its time well spent, for you know I am deeply interested to know, always, how matters are going on the road, and when our men are transgressing I am here to make them obey, or I'll know the reason why."

"And I'll use every effort to help you, Boss," responded Gaffney as he set back his chair, stepped off the Turkish rug and passed out of the Old Man's private office.

CLAIMS PAID FOR ACCIDENTS DUE TO CARELESSNESS.

THE following references are reported of claim settlements, which should be given attention, with the idea of preventing accidents from similar causes The amounts paid are omitted for obvious reasons:

The result of claimant being injured caused by no tell-tales being erected at a bridge which was under the standard clearance from rail.

The result of claimant being injured account of tripping over some loose boards while walking from train to station building. These boards had been placed by a carpenter to cover some new cement laid a day or two before the accident.

The result of violation of instructions, to the effect that no flying switches were to be made with passenger equipment, and that air must be coupled up while making switches.

The result of confusion of signals between trainmen and engineer; engineer claims that claimant gave signal to back up and then stepped in between cars to kick coupler in place. Claimant alleges that the brakes on engine were defective, but this is denied by the engineer.

The result of claimant stepping into space on crossing where frog was directly in the path of those using the crosswalk. This gives evidence of the importance of eliminating switches from crossings used by the public.

Settlement of claim, as result of death of yardmaster, caused by com-

ing in contact with a high power line which had become detached and was hanging at a low height, some of the wire lying upon the ground. This reference should cause us to have close attention given to the inspection of electric wires, especially in yards, to prevent any further accidents of this kind.

Settlement of claim, as result of careless operation of crossing gates. In this case, the gateman failed to lower the gates in sufficient time in advance of train passing to prevent plaintiff coming onto the track.

Verdict rendered against this Company, as result of injury sustained by freight handler. While in the act of unloading freight, running board slipped and fell between platform and car. Negligence alleged is, that the skid was not securely fastened and that the plaintiff was ordered to continue work, although it was known that the fastenings were insecure.

Claim paid a freight handler who was injured under conditions similar to those just mentioned.

As a result of plaintiff's foot becoming caught in a guard rail, a suit has been commenced against the Company. This should impress us with the importance of blocking guard rails in accordance with existing instructions.

Claim paid in settlement as result of injuries sustained, which can be attributed to position of flanger sign, which was situated between an extension track and the main eastbound track, without sufficient clearance from the extension track.

An amount paid in settlement of claim, as result of injuries sustained by a laborer whose foot was crushed by a rail. The accident can be attributed to failure of the Foreman to properly instruct his men.

An amount paid in settlement of claim, as result of injuries sustained by a laborer, cause similar to the case just mentioned.

An amount paid to settle claim, as result of insufficient light on station platform. Platform in this case was elevated at one end with no railing, and the light was not sufficient to indicate the edge of the platform to a person not familiar with the situation.

An amount paid as result of injuries caused by flying switch and defective brakes. This gives evidence of failure to examine brakes before the work was performed.

A verdict rendered against the Company, as result of plaintiff being killed at a crossing. At this crossing, there was considerable play in the gates and end of gate extended in such a way as to form an obstruction to persons traveling parallel with the gates and plaintiff, who was riding a bicycle, came in contact with same. This should impress us with the importance of properly maintaining gates.

An amount paid in settlement of claim as result of injuries sustained by a trackman on a hand car, which was attached to an engine by means of a chain. The operation of a hand car in this way is contrary to instructions and is a dangerous practice. In this particular case, a sudden stop of the engine caused the plaintiff to be thrown from the car.

A verdict has been rendered against this Company in case of injuries sustained by a freight handler who was hurt while trucking freight from platform to car. The runboard slipped from the platform, and he was thrown to the ground.

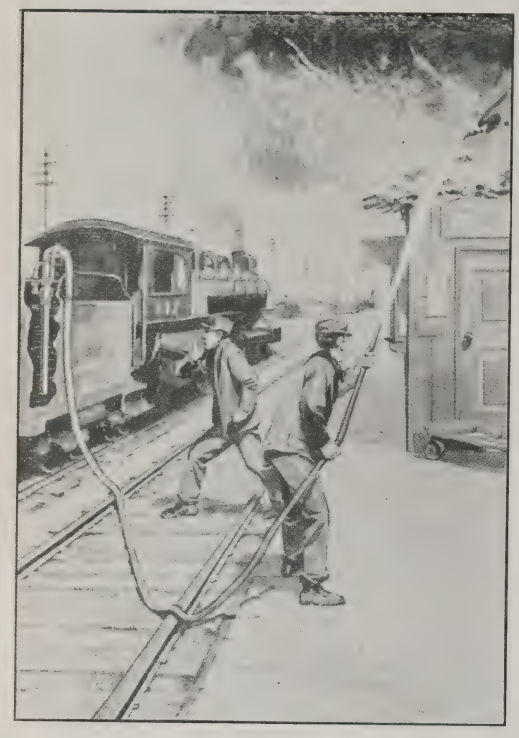
An amount paid in settlement of a claim caused by the death of a track foreman killed while engaged in removing ice from a switch. Owing to defective brakes on cars, which the yard crew was moving, they were unable to stop the car and the man was killed. This is another case of failure to examine brakes before moving cars.

Settlement has been made of a claim against the Company as result of passenger being required to alight beyond station platform. Proper attention to duties on the part of the train crew would have prevented this accident.

An amount paid widow of deceased brakeman killed while boarding the foot board of an engine; while doing so he slipped and fell and was struck by bolster on rear of tender and fatally injured.

An amount paid as result of a trackman being killed while engaged in loading rails upon a flat car by means of a derrick. The chain which fastened the boom to the standard, broke, and the boom fell, striking this man across the back. It was stated by the engineer that the chain was unsafe, rusted and worn through, and that it broke in another place the day before the accident.

Injuries sustained as a result of a baggage truck moving off a station platform. Truck was not properly blocked.



VANDUSEN PUMP IN OPERATION.

SIMPLE RAILWAY FIRE PUMP.

The E. W. Vandusen Co., Cincinnati, Ohio, is manufacturing a simple, efficient and economical Fire Pump, that is attached to locomotives and never clogs or freezes and is always ready for service.

It is one of the needs of the age and is indispensible in cases where no fire apparatus is at hand with which to fight fire. It is in use on many railroads. Not only is this pump a winner at suppressing fire, but can be used, as well, for washing out locomotive boilers, cleaning cars, sprinkling, cooling hot boxes, quelching incipient fires alongside railroad tracks, etc.

The Vandusen pump is not an experiment, but has been on the market several years and has proved its worth over and over again. One Eastern railroad, alone has more than 1,000 of these pumps in use, while other railroads that use them have spoken in their praise. The simplicity of action, durability and strength of the Vandusen pump makes it a winner, wherever called upon to fight fire.

Many people's want of money is due rather to inability to keep it than to inability to get it.

ERIE AND STEEL CARS.

A correspondent recently wrote "The Jersey Journal," Jersey City, N. J., asking which railroad first used steel cars.

The reply was as follows:

"To R. R.—In reply to your inquiry as to which railroad first used steel cars, we have, to the best of our ability, secured the following information.

"The first steel car ever put into service on any railroad in the United States, that we can find any record of, was a solid steel mail car on the Erie R. R., in 1905. This car was the idea of President Underwood of the Erie R. R., and was built according to his orders.

"For the number of men employed in the Railway Mail Service in the United States the injuries and deaths are larger in proportion than for any other class of trainmen, or rather, men employed while on trains, as the mail car is, on express trains, right next to the locomotive tender, and in the event of either head-on or tail-end collisions, bears the brunt of the shock. From the idea of Mr. Underwood's, of safety for the railway mail service employes, has grown the steady increase of steel passenger coaches for all express trains and the consequent increase in safety for all the traveling public."

POVERTY OF A PRINCE.

A man from Oxford is responsible for the following story, says the Gossiper of Liverpool "Post," which he assured me was true: When undergrads ask their friends to dinner and the theater it is understood that each person pays his own shot. One day a Magdalen man, meeting the then Prince of Wales, asked him to join his forthcoming party to dine and the play. "I should love to go," said his royal highness, "but—the fact is I haven't got the 3 shillings!" "Then why don't you write home for some money?" said his friend. "I have," replied the prince, "but mother says I must make what I have do till the end of the term."

The man who rides a hobby must expect to get his bumps.

ERIE'S EFFICIENT SERVICE IN SHIPPING ANIMALS OVER LINE.

THE purpose of this story is to tell our readers about a shipment of animals over the Erie Railroad, between Jersey City and Buffalo and connecting lines to Detroit, Mich. The shipper is a warm friend of the Erie and great quantities of coal, in which he is a dealer, goes over the Erie line.

It is a pleasant and interesting story and is told by Mr. George M. Dowaliby, of the General Traffic Manager's office staff, who accompanied the animals to destination.

"Mr. G. F. Getz, President of the Globe Coal Company, Chicago, and proprietor of a farm at Holland, Mich., purchased stock from the Orient, consisting of two horses, two donkeys and two camels, which arrived at New York, August 29th, on the Steamer 'Ockenfels', from which the stock was forwarded to quarantine at Hoboken, N. J., to be inspected by the Government. These six animals were to be used by Mr. Getz for show purposes at a fair in Holland, Mich., and were accompanied by a Syrian attendant, Mr. G. Mansour.

"Mr. Mansour, a fair representative of the eastern Mediterranean countries, who knew but one or two words of the English language, had never visited the United States before, thereby necessitating an interpreter to accompany him to destination. For this purpose I was selected.

"After fifteen days, during which time the animals were in quarantine, they were released and arrangements made for their transportation by Wells Fargo Express. At 9:00 a. m. Sunday, September 14th, Mr. F. H. Boyd, Freight Service Agent of the Erie Railroad, and myself, arrived at the stables in Hoboken, where we found the stock in perfect condition for shipment.

"It was proposed to have an Erie barge ready to take the animals to the Erie Terminal, Jersey City, and about ten o'clock they were led out on the street. From the stables to the barge the striking appearance of the animals caused a sensation among the people, who followed all the way to the boat, doubtless thinking this was an advanced portion of Barnum's Circus, but it was not until the arrival of the barge that any trouble was experienced.

"Here the animals refused to go forward. Every way possible was tried to make them enter, but the united efforts of eight men, who had been secured for the occasion, could not overcome this difficulty. Then we tried backing them in, which also failed.

"Finally, three of our men carried each donkey on the barge, while the rest of the stock followed directly behind. On the arrival of the barge at Jersey City the camels again refused to move, but they were turned backwards and forced to kneel, while the men tied ropes to the fore feet and dragged them off. This was unusual treatment and they made noises similar to the beat of many drums. After this everything went along very smoothly, the animals walking into the car without pausing one second.

"The car used was a standard Wells Fargo horse car, with a door in the center of each side and divided into three parts—one end for the camels, the center for Mr. Mansour, an extra Wells Fargo attendant and myself, while the other end was used for the horses and donkeys.

"It was necessary to keep the animals apart in this manner, as each horse has a sense of dignity and considers itself above the camel. They will not drink from the same pail as the camels in fact, it would cause sickness if they did. There are but two things a camel can do to anyone —spit and kick; its kick is very dangerous and its spit poisonous.

"At 6:00 p. m. the same day all arrangements were completed and the car placed in Erie train No. 5, for Buffalo. On account of the darkness at the time the train started for Buffalo the Wells Fargo attendant did not wish to turn on the steam for fear that he would let too much heat into the car, which would be harmful to the stock, consequently we were somewhat cold during the night, but on our arrival at the Erie Station in Buffalo we secured a large bottle of hot coffee, which acted as a quick stimulant to us.

"The train arrived at the Terminal on schedule, where I found everything arranged for the comfort of the party and a quick transfer to the Wabash Railroad. Mr. Kirtley, Superintendent of Transportation, had wired ahead to make certain that there would be no obstacles to delay us, and the well-known Erie courtesy was displayed by our Terminal people at that point. Everything possible was done by them to make thinks agreeable for us.

"In about one-half hour's time after our arrival at Buffalo, the car was delivered by the Erie Railroad to the Wabash for the next part of the journey to Holland, Mich. As the trip from New York to Buffalo was made during the night, we did not see any part of the scenic route through which the Erie passes, but we did take advantage of the daylight from Buffalo. The car to us appeared to be a prison. Can you imagine yourself shut in a small space with but two small windows to see through? We could not get out, being practically locked in, and had to be satisfied with the conditions under which we were traveling.

"At Detroit, Mich., the car was delivered to the Pere Marquette Railroad, over which route we traveled to our destination. At midnight of the second day, after our departure from Jersey City, we arived at Holland, Mich., but nothing could be done until sunrise. About one o'clock in the afternoon the transfer of the stock to the stables on the farm was finished and we were given quarters in which to stay while we were at the fair. The purpose of the fair was to show the prize stock belonging to Mr. Getz. He is the owner of the prize bull of the world, for which he paid $10,000, besides which he owns a Japanese bear, pet monkey, chickens, birds, etc., all of which have won prizes.

YES, HE GOT THE JOB.

Police Commissioner—"If you were ordered to disperse a mob, what would you do?"

Applicant—"Pass the hat around, sir."

Police Commissioner—"That'll do; you're engaged, sir."

From Correspondents Along the Line

HEADQUARTERS ITEMS.

Clarence L. Chapman, Assistant to the General Traffic Manager, returned from a pleasantly spent and well-earned vacation, looking hale and hearty and feeling in good spirits—as usual. There are different stories circulated as to where he spent the 14 days, but those who claim to know, say he visited Denver, Salt Lake City, the Yosemite Valley and shook hands with several surviving chiefs of the Redskin nations, now camping on the reservation of the Great White Father at Washington. The trip over the Great Lakes, he says, is an experience never to be forgotten and advises all to take it, who have the price. He also visited "Nutley in a nutshell" and thinks well of it as a permanent home.

James Peppard, Chief Clerk in the office of the General Traffic Manager, after a terrific battle with Appendicitis, which he won by a close margin, is back on the job looking not much the worse after the experience. He has been the recipient of congratulations from all over Headquarters. Welcome to our midst once more, Jim, we're glad to have you with us.

H. Wilson, Assistant General Freight Agent, has been spending two weeks at Tallahassee, Florida.

NEW YORK DIVISION.

We understand that J. Markey is to be married next month. Who might she be, Joe and why so secretive?

Flowers have been seen going to John Thorp's office lately. Where are they from John, Cambell Hall?

Jimmy Walsh of the Superintendents's office spent a few days in Philadelphia seeing one of the Worlds Series Games.

John Tracey of the Dispatcher's office, is getting a reputation for handling trunks. Leave it to John.

Owing to the successful seasons of 1912 and 1913, the Erie Bowling Team entered into the Commercial League at Jersey City. Erie bowlers have again decided to enter a team. Any employes wishing to secure a place, please leave their names and addresses with Mr. Joseph Reardon, Concourse Ticket Office, Jersey City.

Willie Shiltz of Room 5, is to manage the Superbas during the coming season, if rumors are correct.

F. N. Snooks, Timekeeper, has been spending a few weeks in the Wilds of Sussex County to recuperate in health.

James Walsh, familiarly known as "Requisitor Walsh," journeyed to Phillie to see the Giants trimmed by his favorites, the Athletics.

Isbelle is looking much improved in health since her return from the Western part of New York.

Wheeler Jones, of Rutherford is a new comer and is grinding out letters, etc. in Room 5.

The topic of the hour is "Who stole Herman's roaches", not Penny.

Governor Fielder, is sure of one vote election, as "Mac" of Room 5

stated that he will cast a vote for him, which would be the first Democrat vote ever cast by his family in five generations. The West Orange polling inspectors should throw a vote of this kind out.

PORT JERVIS ITEMS.

The boys all miss Jack. May all success attend him at Jersey City.

The apprentice school took up its new quarters at Y. M. C. A. lately. It is hoped the apprentices will take to their studies more intently under the new conditions.

Mr. Angus Sinclair visited our apprentice school lately. The talk on his experiences in getting his education was much appreciated by the boys. We hope to see him more often.

Everybody has the Safety First habit. It is planned to have some illustrated lectures on this line very shortly.

Mr. N. W. Husesser, shop demonstrator, visited our shop lately on official business.

Blacksmith foreman M. Stall, has not taken his usual vacation as yet, but does not say what his intentions are.

"Cotty" is getting ready for the fishing season.

Our hunters are preparing for a rounding up of deer and doe—The question is where will they get the (dough)?

Our castings platform is now in good shape—what with new platform and lettered partitions, the locating and handling of castings is very easy.

DELAWARE DIVISION.

Walter P. Smith stenographer to Chief Dispatcher Hanahan, has once more migrated to the west end of the continent. His headquarters are now at Needham, Cal. His position is filled by Mr. Hickey of the Stores Department.

Harry Hickman, for nearly a month a member of the Erie Police Department at Susquehanna, has been appointed Sergeant of Police at Jersey City. We are pleased to hear of his promotion, but regret very much losing sight of our plump friend.

Sergeant of Police R. N. Johnston, has purchased a new instrument and joined the Erie Band, thus ruining Herbert Clarke's chance at the job. Mr. Clarke will have to be content with Sousa's organization.

Due to an error in the Erie Magazine, it was announced that J. W. Gibb was spending much time in Binghamton. Mr. R. J. Kane was the party concerned. Mr. Gibb recently returned from his vacation in the west. We apologize.

Mr. Leo Benson has been appointed Fire Alarm and Telephone Maintainer at Susquehanna, vice Mr. V. J. Taylor, resigned.

SUSQUEHANNA SHOPS.

F. R. Stewart, Assistant-General Foreman at Jersey City Shops, has taken up his duties as Assistant to the General Foreman at Susquehanna. Mr. and Mrs Stewart are comfortably located on "Sauerkraut Hill"; excuse me, I should have said College Heights,, and have already partaken freely of Susquehanna's crowning glory—beautiful scenery.

Main Street paving is rapidly nearing completion. Several of the older shopmen still come across on the "hopskip and jump". Such is power of habit.

D. J. Sullivan and wife have returned from a pleasure trip, which included Albany, Syracuse, Rochester and other points of interest in New York State. Dan omitted his usual call at the Executive Mansion this year, not being able to determine who was the proper man to address as Governor.

Now that the World's Series has closed, Susquehanna has turned its attention to less serious business, principally municipal election. All unattached votes for Tax Collector will be welcomed by F. D. Hall, Piecework Checker.

Foreman Beecher Robison is spending his vacation in the "Hoosier" State, visiting the home of his folks.

Piecework Checker Lyons was disappointed somewhat during his recent visit to the National Capitol; he had several important matters pertaining to piecework which he wished to discuss with Secretary Bryan and President Wilson, but Bryan was away on the Chautauqua and the President was real busy with the Mexican affair.

W. D. Baxter, Clerk in the Car Department, was recently promoted to Inspector of M. C. B. Bills. W. S. Frye succeeds Mr. Baxter as Clerk in Car Department.

Mechanical Superintendent A. G. Trumbull, General Foreman Boilermaker F. A. Griffin and Machinery Inspector H. L. Burrhus, were recent visitors at the local shops.

Shop Demonstrator F. J. Dailey ot Meadville, was a recent caller at the shop.

Andrew Dillon has accepted a position in the Master Mechanic's office.

Born to Mr. and Mrs. F. D. Hall, October 28th, a daughter.

Clerk Raymond J. Hickey has been transferred from the Storekeeper's office to the Chief Despatcher's office.

BRADFORD ITEMS.

Mr. and Mrs. J. S. McCloskey of Watermeet, Mich., were visiting friends in town. Mr. McCloskey was formerly a baggage man of the Bradford division, running between this city and Carrollton, but left several years ago to be employed by the Chicago and Northwestern railroad. He is now a passenger conductor on that road.

Mr. Fred Wickwire, who for the past ten years has been employed at the Shop, has resigned here to accept a position with the Erie in Cleveland.

Mr. Frank McMahon has returned from his vacation trip to New York.

Mr. C. F. Rushboldt, operator at Belvidere, was recently in this city for the first time in twenty-six years. In 1887 Mr. Rushboldt was employed by the Erie at Ketner.

Mr. M. J. Burns has returned home after a week's vacation in Dushore, Pa.

The steam shovel, under Engineer Crabb of Jersey City and the Lidgerwood, in charge of Mr. Slater of Port Jervis, have successfully completed their work on the Riderville trestles.

A meeting of the division freight agents was held October 23rd, at the office of J. C. Moffatt, division freight agent here. The following from out of town were in attendance: H. Wilson, assistant general freight agent, New York; E. M. Kane, assistant general freight agent, Buffalo; C. C. McCord, division freight agent, Rochester; J. C. Manning, division freight agent, Elmira; G. R. Wheeler, division freight agent, New York; L. R. Knapp, division freight agent, New York; H. B. Potter, commercial agent, Newark; F. E. Smith, milk freight agent, New York; H. A. Boyd, representing the assistant freight traffic agent, New York; Frank Priest, traveling passenger agent, Buffalo; J. C. Moffatt, division freight agent, Bradford; T. W. Collins, freight agent Bradford.

BUFFALO MACHINE SHOP.

Russel H. Gaiser, Time Keeper at Buffalo Machine Shop, is spending his vacation at Washington, D. C. and other places of interest. He has already sent word of having conveyed our regards to "Woodie."

It has been noted on page No. 489 of the October issue of the "Erie R. R. Employe's Magazine," that a challenge, quoted as coming from the Buffalo Machine Shop for a game at bowling. We trust that this has not been overlooked by our popular Captain of Buffalo Machine Shop Bowling Team, because we know he is out looking for opportunities of this kind. Get busy Eddie so that arrangements can be made to have the official reporter and score keeper on hand.

Alvin Stumpf, clerk in storekeeper Kline's office, resigned to accept a position elsewhere. The place made vacant on account of his resignation, is being filled by Henry Heintz, Jr.

W. Leid, Supervisor of loco. operation; M. P. Healy, Road Foreman of Engineers, and Fred Piske, Clerk, attended. The meeting of supervisors of Locomotive operation and Road Foreman of Engineers, held at Meadville, Pa., Oct. 28-31st, inclusive.

BUFFALO CAR SHOP.

D. Hurley and his gang are very busy in and around Buffalo Car Shop, laying and straightening tracks. Mr. Hurley has his eagle eye on the job all the time, and there is very little escapes "Dinny."

The fire team is in general practice regularly and is in good shape.

Master Wrecker, Mr. J. Finn, and his crew, have been making good time lately in turning out ready on very short notice. The derrick and appurtenances are always in first class order and the Erie Motto "Safety First" is studied very carefully.

J. Yager, Carpenter, Pass. Dept., often recounts the deeds of valor that he performed during the War. On one occasion during the engagement at Winchester, he says he got turned around and the first thing he knew he was headed for Quebec, Canada, and going thirty-five miles an hour.

During the week that Johnny Curtis was foreman in the mill, he was all puffed up with pride. He could not get his shoes on, but, anyway, there's nothing too good for the Irish.

Lots of work at the Buffalo Car Shop, Full time. Everybody happy. What more could you wish for?

Mike Kent, Ass't. Foreman, has not yet brought our annual supply of chestnuts. What's holding you Mike?

Dave Frazer is growing a mustache. Look out for the Equinoctial Gales, Dave, and sew it on.

Tom Baily and Jimmy Doherty have dug their potatoes from their farm at West Seneca. They had a good crop and are now looking for buyers.

Quite a few of the Erie Employes at the Buffalo Car Shop, have signified their intention of accepting the invitation of T. P. Oliver, to attend the Haymaker's Dance. T. P. Oliver, is Past District Deputy of this Order and the boys will try and make this a success for the Order that he represents.

A great deal of good natured rivalry exists between Ed. Solomon and Nick Schleidt, Foreman, and Frank Barron and Joe Dubel, Foreman, to see who can turn out the most work monthly.

Walter Gaston, P. W. C. is all smiles these days. His wife is continually singing:

"Gaston, Dear, Gaston, Dear,
Kiss that little youth;
Gaston, Dear, Gaston, Dear,
You know I tell the truth.
Do get up and light the fire,
Turn the gas a little higher,
Go and tell your Aunt Maria,
Baby's got a tooth."

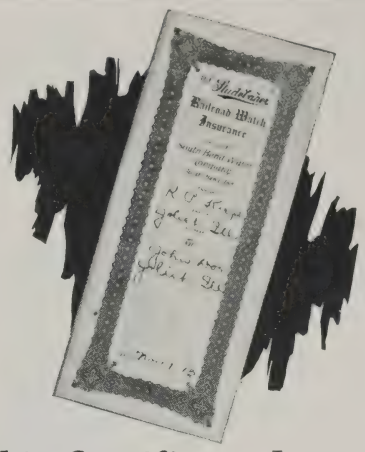
Our old friend M. Meehan, F. C. R. at Susp. Bridge, N. Y., paid us a little visit a short time ago. Mr. Meehan is a thorough type of the Irish Gentleman and he appears to be getting younger every day.

Hank McKenna Eugene McKenna and James McKenna, pipe fitters at our shop, are on the OK list, and what those boys can't do in the pipe-fitting line is not worth knowing. This is what George Lausted, Foreman, says. "Always to be depended upon at any hour of the day or night."

Jack McCarthy, Painter, is learning to play the slide trombone. The neighbors have asked him to move.

J. Smith entertained three of his shopmates with an auto ride to Springbrook, last Sunday. They were, Mr. Geo. Rexinger, Amos Brice and Mr. Chavell. All speed records were broken and Amos tried to clamber out of the rear of the machine. He said he wanted to live to enjoy the pension he expected to get. When you consider that our Mr. Smith built and equipped this machine alone, it is quite a credit to him. In addition, he is his own Chauffeur.

The Piece-work Checkers have



This Certificate Insures You Protection

It protects you against all changes in Railroad watch requirements for 5 years to come.

No matter how rigid the railroad watch requirements may become—or on what railroad you may work, if your watch is a South Bend Studebaker this insurance certificate absolutely insures you a watch that will pass the railroad requirements.

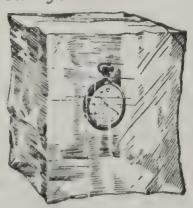
The Studebaker

If your Studebaker fails to pass, this insurance certificate guarantees you a watch in exchange that will pass.

This Protection Free

You get this added protection—this security against buying a new watch, free of all charge. And you get it only with the Studebaker for this watch is the only railroad watch insured to pass inspection for 5 years.

We are able to guarantee you this additional protection because we know that the Studebaker fulfills every possible watch requirement. It's a watch you will always be proud to carry.



Have your local inspector show you a copy of this insurance certificate or write us direct for one. It may save you considerable expense later.

SOUTH BEND WATCH COMPANY
SOUTH BEND, IND.

Let Her Go!

"I give the other fellows the starting signal for most everything since Dad gave me his old watch.



"Why, I've got the only real watch in our crowd and the other fellows ask me for the time!

"Say, you ought to see Dad's new watch. Its an Elgin B. W. Raymond winding indicator watch, and has an extra hand that tells him when to wind."

Make Your Boy Happy

Give him your old watch and buy for yourself the most up-to-date railroad timekeeper—the B. W. Raymond winding indicator watch.

$44.00 in a 25 Year Case
$42.00 in a 20 Year Case

AT ALL DEALERS

ELGIN NATIONAL WATCH COMPANY

ELGIN, ILL.

E. M. 8

moved into their new home and are going to give a Clam Bake in the near future to commemorate the event. Push in and get an invitation.

Anthony Downey and Jim King thought they were millionaires, the other day, when they took that big trip over the Erie, viewing old scenes and renewing old acquaintances. They are both good scouts and worthy of the privilege the Erie has given them. Two swell dressers are they.

One of the beauty spots at the Buffalo Car Shop, is the Oil Room. Everything is scrupulously clean. No leakage, everything bright and cheerful and a credit to the Caretaker, Mr. Adams.

Anthony Downey, in care of the Casting shed and Yard, received quite a compliment regarding the appearance of this Dept. Everything neat, tagged and stenciled and there is never any difficulty in finding any casting you want, if it is in stock. The Inspector said it was the best kept casting shed of any yard on the whole Erie Division. It is little things like this, that count in railroad business. Keep the good work up Mr. Downey.

OBITUARY.

No Births, deaths or marriages for October. We are falling off.

MEADVILLE SHOPS.

J. F. Merts, Inspector of Engines at this point, discovered a defective axle on freight car in train passing, halted the train and the car was set out.

It is rumored that 50 engines of the Mikado type, class N, have been ordered, a number of steel freight cars and a limited number of steel passenger coaches.

Work has been commenced on double tracking the New Castle branch of the Erie.

M. E. Owens, machinist, has been assigned to inspection of new work, at Pittsburg, Pa. Mr. Owens recently graduated from the Apprentices School.

F. Dartley, tool room inspector, spent a few days at the Shops.

Two more engines of the H-21 Class are now being placed in position to assist in keeping the Shops running. A locomotive is now supplying the passenger station and adjoining office buildings with steam, while repairs are being made to the boilers that heat the buildings.

Cottage No. 2, Atlantic Avenue, is now being fitted for a club house for the Meadville Erie Apprentices As-

sociation. No. 2 is one of the nine cottages adjacent to the Shops.

Albert Forbes, Assistant Machine Foreman, is again on the job, after a protracted absence, caused by being injured while operating a lathe.

T. Tulin, a graduate apprentice, having served time under Hugh Smith, Jersey City Shops, has been transferred to Meadville Shops, and has been assigned to the responsible position of laying out work in the Boiler Shop.

CLEVELAND SHOPS.

Elliot Reed has been appointed M. C. B. Clerk at Cleveland. Mr. Reed is a former Erie employe and his many friends are glad to see him once more among them.

Miles H. Kelly, Assitant F. C., department at Brier Hill, has been a welcome visitor at Cleveland, assisting in M. C. B. Bills. He has renewed acquaintance with a number of old friends and made quite a number of new ones.

Cleveland repair tracks, including the steel car yards, under the efficient supervision of Harold Foster, are in excellent condition and a great deal of credit is extended him through his supervision.

Account of the resignation of H. Edwards, messenger, some time ago, Fred Guther has been appointed to fill the vacancy.

H. O'Rourke of the stores department, having resigned a few days ago, Chas. Houska was appointed to fill the vacancy.

A. Wallack, A. Roubacheck and B. Smolin of the office force, spent the first Sunday in October in Cincinnati, O., with friends and relatives and report having a very good time.

A new four-sided planer has been installed at Cleveland and is a great help in getting out material to the betterment of the service in the Car Shop Department.

John Moore, Foreman Paint Shop, spent his vacation days in the suburbs of our Forest city, taking in all the new processes of market, gardening and getting pointers on how to run a vegetable garden with big profit to himself He is now an expert and when Father Time overtakes him, he will have something to fall back on with the assistance of his pension.

GALION HAPPENINGS.

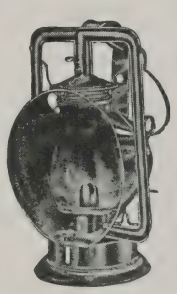
The emergency hospital at Galion shops, which has been completed, is sure a beauty.

From Factory to You by Parcels Post

HANDSOME, FANCY
ONE POUND BOX
of
Chocolates or Bonbons
delivered to any address for
38 CENTS
SEND STAMPS OR MONEY ORDER

PAVONIA TRADING CO.
80 Maiden Lane :-: :-: New York

Ham's "Empire"



Ham's Empire No. 10
Car Inspector

A splendid lantern for car inspectors' use.

Fitted with polished hood and 5" silvered glass reflector.

C.T. Ham Mfg. Co.
Rochester - - New York

Albert Sutherby, general foreman of Meadeville, visited Galion recently, being the guest of shop superintendent G. T. Depue.

All the clerks at Galion shops have been transferred to Marion, with the exception of three.

Frank Bailey, shop demonstrator, visited Galion shops recently.

Galion roundhouse is receiving its yearly coat of white, the work being handled by those experts, John Scanlon and Charles Wilt.

Engines 2004 and 1772, have been turned out of Galion shops for the C. & E. division. Engine 1779 of the same division, is undergoing general overhauling.

HUNTINGTON SHOPS.

The annual Erie Employees picnic was held on September 27 at the Huntington Fair Grounds. Everything was pulled off in "picnic" style, various amusements being indulged in throughout the day.

Foremen Ray V. Blacker, Dan J. Caddahan, Heine Meyers and John Mace, have had their usual Summer vacation and are back again at their posts performing to the best of their ability their respective duties.

Oscar Johnson, one of our Machinist Apprentices, who has been sick for some time with typhoid fever, is back at his place.

Tom Kennedy, one of our roundhouse Machinists, is suffering with a broken leg, but we are glad to learn that he is getting on nicely. We hope that he will be out real soon.

Many improvements are going on around the shops, among them are the painting of the buildings and cleaning away of the rubbish, in general.

W. F. Yergens, Master-Mechanic, has been away for some time enjoying a Summer vacation. We all wish him a very pleasant holiday.

C. H. Norton, General Foreman, has been called away to New York on business.

FROM HUNTINGTON STATION.

George Curran, first trick train dispatcher, who has been confined to his home some time with rheumatism, is reported better and will resume his duties soon.

F. P. Myers has resigned his position as chief train dispatcher and resumed his former position, dispacher.

Several clerks have been added to the superintendent's force to cope with the big increase in business.

Frank ("Brigham") Young, accountant in the superintendent's office, recently put himself in the list of the brave by "taking to himself a wife." Brigham certainly has our heartfelt congratulations and hopes for a long married life.

Max ("Noah") Hart, popular bill clerk in the freight house, recently returned from an expedition in the wilds and woolies of South Dakota. Noah has a full supply of rattle-snake and buffalo stories, which he lets fly at unexpected times.

Wonder why it is that none of our bosses ever report some of our men for the Erie Roll of Honor? Surely our men perform as many meritorious acts as those on the other divisions. The Chicago & Erie deserves just as much credit as the others. Wonder if one of the officials will not take it upon himself to defend the honor of the division?

Charley Reagen, an old head at the caboose part of the package local, has been appointed General Yard Master in the Huntington yards, and is making a good job of it. Never a grouch and always a smile. Think you would know him. You can't miss him if you hit the yard office.

M. P. Green, yard master at Huntington for some time, resigned to accept a position in the Collinswood yards at Cleveland.

This twice-a-month pay day on the Chicago & Erie sure is welcome. Business men are strong for it, too. Cuts out a lot of trust bills, according to them.

FOURTEENTH ST., CHICAGO.

O. J. Zorn, 14th St., freight house General Foreman, has recently returned from his vacation at Pine River, Minn., where he spent two weeks in hunting wild game. As proof of his good marksmanship, he brought back with him a 150 lbs. black bear.

James Thorpy, night yard conductor, has been at home for the last week suffering from lumbago, but is back at work again now, which we are very glad of, as he certainly makes the cars roll.

Another float has been put into service on the Chicago River between 27th and Robey and Erie St., station, owing to increase in business.

J. N. Strain, Assistant Agent, 14th St., has gone West for a two week's vacation.

Yard Conductor Anthony Donnelley, who has spent two months in

Third National Bank

SCRANTON, PA.

CAPITAL - - $400,000
SURPLUS (Earned) $1,000,000

Designated Depositary of the United States.

OFFICERS

WM. H. PECK, President — J. L. CONNELL, Vice-President — B. B. HICKS, Cashier

DIRECTORS

GEO. H. CATLIN, J. L. CONNELL, CHAS. R. CONNELL, LUTHER KELLER, W. A. MAY, WM. H. PECK, CHARLES F. CONN

UNITED STATES DEPOSITARY
ORGANIZED 1894

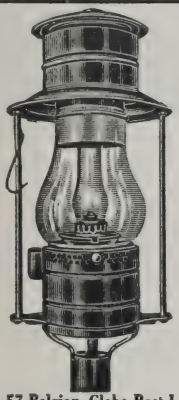
New First National Bank

MEADVILLE, PA.

YOUR BUSINESS INVITED

Capital, - - - $100,000.00
Surplus & Undivided Profits, $175,000.00
Deposits, - - - $1,300,000.00

CHAS. FAHR, President
E. A. HEMPSTEAD, Vice-President
C. S. BURWELL, Cashier
J. J. FARNICORN, Ass't Cashier



No. 57 Belgian Globe Post Lamp
Price: $5.50 each, delivered any point East of the Mississippi.
Reference: Security Bank, New York

The BRIGHTEST LIGHT on the DARKEST NIGHT

is the 43 candle-power light developed by the Belgian Burner, in connection with the No. 57 Belgian Globe Post Lamp here illustrated.

Constructed for durability. One No. 57 will outlast two or three of the ordinary tubular lamps on the market, and with its powerful lighting efficiency, it is only necessary to use one of these lamps as against two or three of the tubular lamps.

For drive-ways, parks, private estates, in front of churches and village lighting.

THE DRESSEL RAILWAY LAMP WORKS
3860-3880 Park Ave. New York City

New Rupture Cure

Don't Wear A Truss.



Brooks' Appliance. New discovery. Wonderful. No obnoxious springs or pads. Automatic Air Cushions. **Binds and draws the broken parts together as you would a broken limb.** No salves. No lymphol. No lies. Durable, cheap. Sent on trial. Pat. Sept. 10, '01.

CATALOGUE FREE.
C. E. BROOKS, 1749 State Street, Marshall, Mich.

Colorado, account poor health, has returned and we are glad to see that he is much improved.

John McCracken, Yard Conductor, 51st St., who has been confined at home with pneumonia, has returned to work.

Mr. C. D. Ward, Agent 14th St., spent four or five days in New York on business last week.

Mr. E. E. Loomis, Commercial Agent, is confined at home on account of sickness. His many friends hope to see him back at work soon.

Engineer Cheny, 14th St., freight house, has returned from a week's vacation in Michigan.

The Chicago & Western Indiana R. R., in which the Erie is interested, is elevating its tracks between 72nd St. and the city limits, which will complete the elevation from 18th St. to the city limits.

SLAVERY IN OLD GREECE.

The Greeks were slave owners with a vengeance. All manual work was done by "barbarians," as the Greeks called those who had been captured in war. The greatest of the Greeks saw no evil in the institution. Aristotle is quite outspoken in his justification of slavery. A certain amount of mean work had to be done, he claimed, and "mean natured men" were intended to do it. The slaves in some of the Greek states outnumbered the freemen four or five to one. Manual labor came in Greece to be thought a degradation, suited only for beings who could not do the higher work. Even freemen who worked for wages were by Aristotle placed outside the constitution. And what was true of the Greeks was equally true of most of the other ancient nations.

MAKING A CORRECTION.

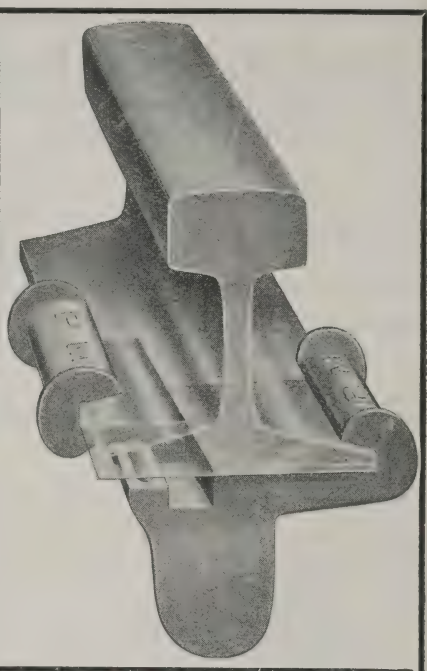
In a town of such size that every one knows every one else it is often customary to speak of people by their first names, even when one would not do so to their faces. The butcher is known as Joe Smith, the grocer as Frank Parsons, the lawyer as Will Andrews, and no offense is meant or taken. One day a friend was helping a teacher of the industrial school to put hats and coats on forty little members of the kindergarten class. Two little tow headed girls attracted her attention, and as she tied their hoods she asked:

"Are you Charlie Porter's little girls?" Two serious little blue eyes loked up as the elder replied:

"His name was Charlie when he was a little boy. He's Mr. Porter now."

AN ARAB HONEYMOON.

For seven days after the wedding the Arab bride and bridegroom are supposed not to leave their room. The bride may see none of her own family and only the women folk of her husband, who wait on her. She remains in all her wedding finery and paint and does absolutely nothing. The bridegroom generally slips out at night after three days and sees a few friends privately, but he persistently hides from his wief's family, and should he by accident meet his father-in-law befor the seven days are over he turns his back and draws his burnoose, or haik, over his face. This is their view of a honeymoon, and they grow as weary of it as any European couple do of their enforced continental tour.

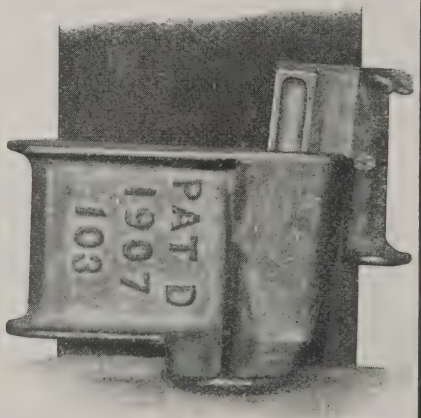


The P. & M. Rail Anti-Creeper can be easily and quickly applied, and once it is in place, it will maintain itself until you want to take it off.

Requires no special tools for application and the work can be done by unskilled labor.

THE P. & M. COMPANY

NEW YORK SAN FRANCISCO
DENVER CHICAGO MONTREAL



SECURITY SECTIONAL ARCHES

Arch Engines are always the best steamers

AMERICAN ARCH COMPANY

30 Church Street, New York **McCormick Bldg., Chicago**



The Anchor Packing Company

Manufacturers of METAL
and FIBROUS PACKINGS
for RAILROAD SERVICE

24 North Seventh Street
PHILADELPHIA, PA

WALTER W. WHIPPLE, President
C. R. COOPER, General Manager

A. P. WITHALL, Supt.
H. F. KELLOGG, Manager of Sales

Whipple Car Company
CAR BUILDERS

Suite 618 Commercial National Bank Building **CHICAGO**

GALENA-SIGNAL OIL COMPANY
FRANKLIN, PENNA.
Sole Manufacturers of the Celebrated
Galena Coach, Engine and Car Oils, and Perfection Valve and Signal Oils
QUALITY SERVICE GUARANTEED COST
ELECTRIC RAILWAY LUBRICATION A SPECIALTY
Galena Railway Safety Oil "B"
for Marker and Classification Lamps, to secure EFFICIENCY OF SERVICE, MAXIMUM CANDLE POWER and CLEARNESS OF LIGHT.
GALENA LONG TIME BURNER OIL, for use in Switch and Semaphore Lamps and all lamps for long time burning, avoiding smoked and cracked chimneys and crusted wicks.
Tests and correspondence solicited. **S. A. MEGEATH, President**

FOR ALL ERIE EMPLOYES

These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

THE ERIE R. R. EMPLOYES' MAGAZINE

Room 1077, No. 50 Church St. - - New York City

☞ These advertisements are FREE to all Erie Employes.

ANCONAS and Black Leghorns, $1.25 per 13 eggs from prize stock. Henry T. Evans, Blassbury, Pa.

BARGAIN HUNTERS, Attention. Attractive six-room cottage. 3 minutes from station, price $2,300; $1,300 cash, balance on mortgage. A. Abbott, Allendale, N. J.

BARRED ROCKS and Silver Laced Wyandottes. Eggs for hatching, 75 cts. per 13. J. E. McMunn, Clerk, Greycourt, N. Y.

CHRISTMAS CARDS—One dozen fine quality cards, with Merry Christmas, 1913, and your name written in our finest style for 25c., 2½ doz., 50c. Why not place your order early? L. H. Kinney, care of Erie Magazine.

EGGS for Hatching; extra fine stock. Five cents each for the following breeds: White and Brown Leghorns, Rocks and R. I. Reds. Otis T. Gregory, Passenger Dept., 50 Church St., New York.

ERIE WATCH FOB, Gold Plated. Send fifty cents to Geo. S. Aussem, A. C. P. A. 201 Euclid Ave., Cleveland, Ohio, for Erie trade mark fob. Very fine, will last life time. For all employees. Postage paid.

EGGS for Setting: Rose Comb Rhode Island Reds; good layers; 75c. per fifteen for now and remainder of the season. L. Davenport, Ogdensburg, Sussex Co., N. J.

EGGS from Kellerstrass Crystal White Orpingtons, low down, red eyed, shapey, vigorous birds; every bird in these pens trapnested, settings, $1.50. Also grand matting of silver laced Wyandottes, slide open lacing, settings, $1.50. B. Rubin, 2561 E. 50th St., Cleveland, O.

FOR SALE—17 ft. Morris Canoe, two paddles, two back rests, and five pillows. In A1 condition. Will sell for $25. F. M. Klitz, Room 379, 50 Church Street, New York, N. Y.

FOR SALE or Exchange—At a Bargain—For want of use I will sell my 250 egg "Unito" Hot Air Incubator, in first class condition, including all fixtures, at $15.00, or will exchange same for Single Comb Buff Leghorn, R. C. R. I. Red or W. C. Black Polish Pullets of equal value. Cost $32.00 new. F. M. Marvin, Bartonsville, Pa.

FOR SALE—Several very fine White Crested Black Polish and Single Comb Buff Leghorn Cockerels. Prices reasonable. Address, F. M. Marvin, Bartonsville, Pa.

PRIVATE FAMILY would like to arrange for a supply of fresh eggs. About eight dozen a week, and fresh killed poultry. Address, giving full particulars, Mr. B., care E. Dorf, Erie Terminal, Jersey City, N. J.

FOR SALE—Six room house and lot, all modern improvements, situated at No. 69 Hackensack St., East Rutherford, N. J. Size of lot, 40 ft. by 140 ft. Chicken coop and run for 125 chickens. Six peach trees. Two Bartlet Pear Trees. Two Grape vines. Will sell on easy terms. Enquire, H. S. Wood, Officer, Erie Police Dept., Jersey City, N. J.

FOR SALE—White Angora Rabbits, age 2 to 4 months old. Price $1.00 per pair. R. Greenwood, 563 E. 19th St., Paterson, N. J.

FOR SALE—Four lots in the highest and finest section of Westwood, N. J. Price $500. Apply to H. C. Blake, Room 860, 50 Church St., New York.

FOR SALE—10 fine Cockerels, White Wyandottes; hatched in April. Father won special prize, mother won 2 prizes. If taken at once they go cheap as I need the room. M. S. Earl, Operator, Harriman, N. Y., P. O. Box 62.

FOR SALE—A Jefferson, twin cylinder, 9 horse power, guaranteed to make seventy-four (74) miles an hour; is comparatively new, ridden only 25 miles. Cost $300. Will sell with complete riding outfit, luggage carrier, tandem attachment, all complete, for $200. Don't miss this chance. Address, L. Houghtaling, 50 Church St., care of Comptroller Erie R. R., New York City.

POSTAGE STAMP Collections Bought. Exchange wanted with earnest collectors. J. Van Ness, 234 Madison Ave., Clifton, N. J.

YOUR NAME neatly hand printed on one dozen cards with any emblem you prefer for 15 cents. F. D. Kistler, Operator, Griffith, Ind.

SACRIFICE SALE—New Bungalow, 32 by 39 ft., three bed rooms, bath room, parlor, dining room, kitchen and hall; all rooms very large and well lighted; a large Attic; Cellar under whole house; steam heat, all improvements; hot and cold water to bath room and kitchen range. Artesian well, 145 ft. deep with pump outside, the Leader water system in cellar, with force pump. Price, $3,000; $800 cash. This place is worth all of $4,500. Address or call, Mr. Edward Sitsworth, P. O. Box 147, Hawthorne, N. J.

FIRST NATIONAL BANK
SCRANTON, PA.

CAPITAL - - - - - $1,000,000.00
Surplus and Undivided Profits - $1,745,778.43
DEPOSITS - - - - $10,351,597.90

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G. L. Dickson, V.-Pres. C. S. Weston, 2nd V.-Pres.
Isaac Post, Cashier
A. G. Ives, and Alfred T. Hunt, Asst. Cashiers

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Frank E. Platt	Chas. S. Weston
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J. Benjamin Dimmick

First National Bank
PATERSON, N. J.

Business and Family Accounts received on favorable terms

CAPITAL STOCK, $500,000
SURPLUS, - - - 650,000

United States Depository

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WHITFIELD W. SMITH, Cashier
FREDERICK D. BOGERT, Asst. Cash.

FIRST NATIONAL BANK
YOUNGSTOWN, OHIO

1863 FIFTY YEARS A NATIONAL BANK 1913

Capital and Surplus $2,600,000.00
Resources . $11,300,000.00

Commercial Trust Company of New Jersey
JERSEY CITY, N. J.

CAPITAL, SURPLUS AND PROFITS, OVER $3,400,000

Pays Four Per Cent Interest per annum on all amounts from $5.00 to $3,000 and Three Per Cent on amounts in excess of $3,000 deposited in the Special Deposit Department. Interest periods are the same as in savings banks. Accounts may be opened with one dollar. Accounts may be opened by mail.

SAFE DEPOSIT VAULTS

Opposite Exchange Place Station, Hudson Tunnels, Pennsylvania Railroad Terminal and Ferries to New York.

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JAY S. PERKINS, Ass't Treasurer — J. RICHARD TENNANT, Ass't Secretary

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Charles S. Dickey	John A. Middleton	Myles Tierney
Willard C. Fisk	James G. Morgan	Cornelius Vanderbilt
Oscar L. Gubelman	John W. Platten	John J. Voorhees
John W. Hardenbergh	Moses Taylor Pyne	George W. Young
William B. Jenkins	Percy R. Pyne, 2nd	Augustus Zabriskie
Clarence H. Kelsey	Archibald D. Russell	

The Safest Road

to financial independence is "The Savings Bank Route."

To travel this road, the only requirement is that you regularly save a small part of your weekly or monthly earnings.

Get started right by opening a Savings Account with The Oldest Bank in Chicago. Your Savings will earn 3% interest, compounded twice each year, and will be safeguarded in every possible way.

THE MERCHANTS LOAN AND TRUST COMPANY
OLDEST BANK IN CHICAGO

Established 1857

112 W. Adams Street Chicago

Horlick's Malted Milk

The Original and Only Genuine

Rich milk, with the nutrition of choice malted grains, in powder form. A delicious food-drink is prepared in a moment by simply stirring in water.

Invigorating to the adult, upbuilding to the young, always helpful to the ailing.

Served on Cafe and Dining Cars of the Erie Railroad.

At all druggists
Samples on request

Horlick's Malted Milk Co.
RACINE, WIS.

National Waste Company

MANUFACTURERS

WOOL WASTE
For Journal Box Packing

COTTON WASTE
For Wiping

General Office:
Fisher Building
CHICAGO

Mills: Philadelphia, Pa.

The
A. H. PUGH PRINTING COMPANY

Railroad & Traction
TICKETS
A SPECIALTY

CINCINNATI
OHIO

Baker Locomotive Valve Gear

Any piece of a BAKER VALVE GEAR
can be taken down by removing three pins

The Pilliod Company
30 Church Street — **New York**

BRONZE METAL COMPANY

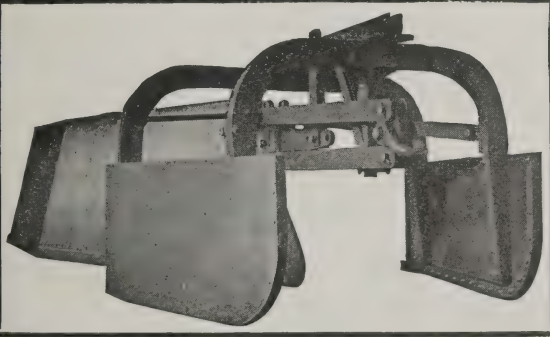
SUCCESSOR TO THE METAL CORPORATION

Owners and Manufacturers of

VIM METAL FOR BEARINGS

Manufacturers of Brass, Bronze, Composition Castings and Babbitt Metal

30 CHURCH STREET - - - NEW YORK



BUCYRUS

Unloading Plows
Wrecking Cranes
Loco. Pile Drivers
Steam, Electric &
Gasolene Shovels and
Drag Line Excavators
Dredges of Every Type

BUCYRUS COMPANY
South Milwaukee Wisconsin

THE RALSTON STEEL CAR COMPANY

COLUMBUS, OHIO

BUILDERS AND DESIGNERS OF

STEEL CARS AND UNDERFRAMES

RAMAPO SWITCHES, FROGS and SWITCH STANDS
HILLBURN, NEW YORK
Write Dept. N for Catalogues

Beckwith-Chandler Co.
MANUFACTURERS OF
HIGH-GRADE VARNISHES
NEWARK, N. J. 201 Emmett Street
NEW YORK 320 Fifth Avenue

PANTASOTE a perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.
THE PANTASOTE CO.
11 BROADWAY NEW YORK

Telephone: 343 Sloatsburg
Cable Address: "Ramfound."
Ramapo Foundry & Wheel Works
RAMAPO, ROCKLAND COUNTY, NEW YORK
Wheels for Steam and Electric Service. Also Mine Car Wheels of all Descriptions
NEW YORK OFFICE, 29 BROADWAY.

Swan & Finch Company
151 Maiden Lane :: :: New York City
J. C. PEABODY, President
A. LEWIS, Vice Pres. & Treas.
J. T. LEE, Secretary
Established 1853
Refiners and Dealers in OILS
Incorporated 1892

PHOENIX IRON WORKS CO.
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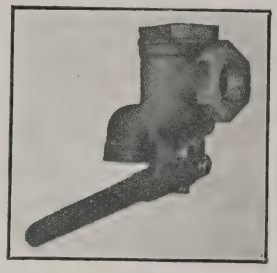
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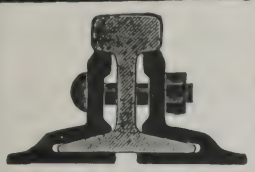
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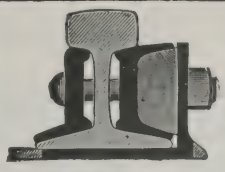
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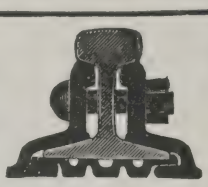
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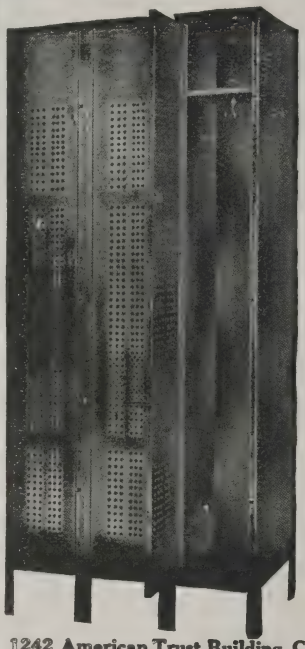
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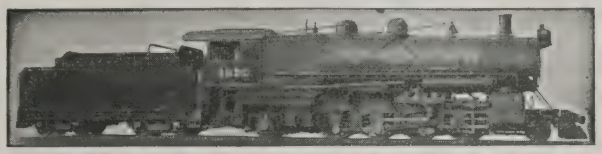
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for coaling locomotives, removing ashes from ash pits and rehandling bulk materials.

Two types, the Clam Shell for handling bulk materials of a loose nature and the Orange Peel for digging or rehandling hard materials such as boulders, blasted rock, etc.

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Write for Catalog showing the quickest and most economical method of handling bulk materials.

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Manufacturers of Buckets and Digging Machinery
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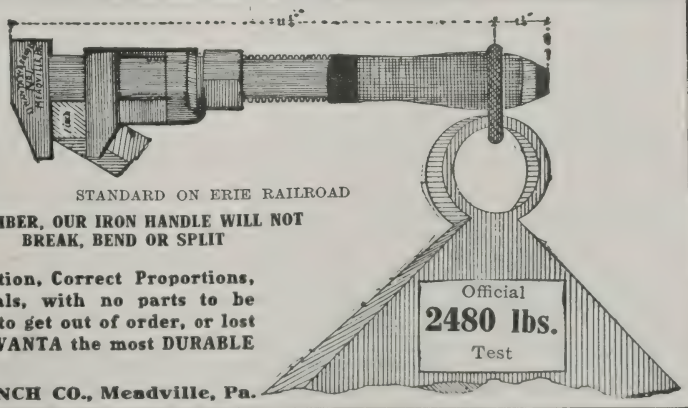
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We have more positions offered for skilled men than we can fill, and no graduate of this school ever experiences any trouble in landing and filling satisfactorily a lucrative place leading to advancement.

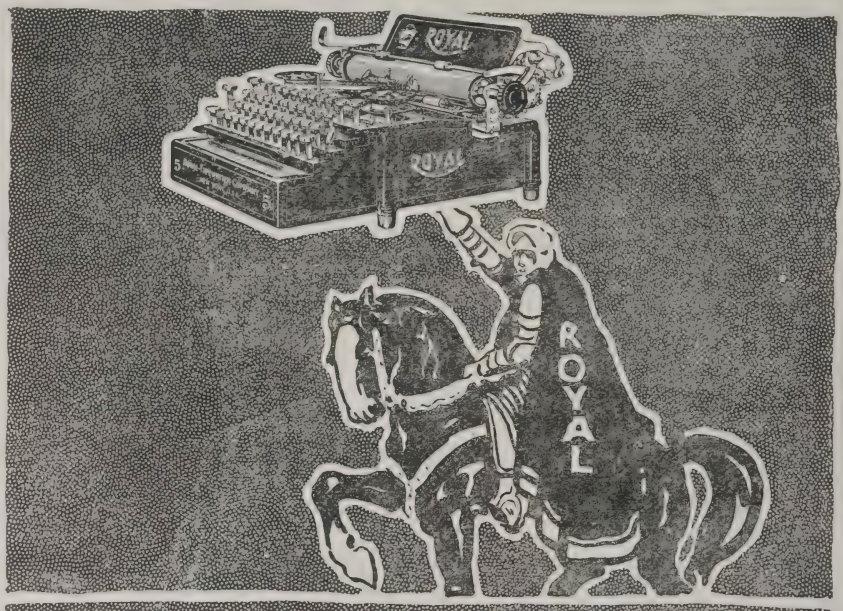
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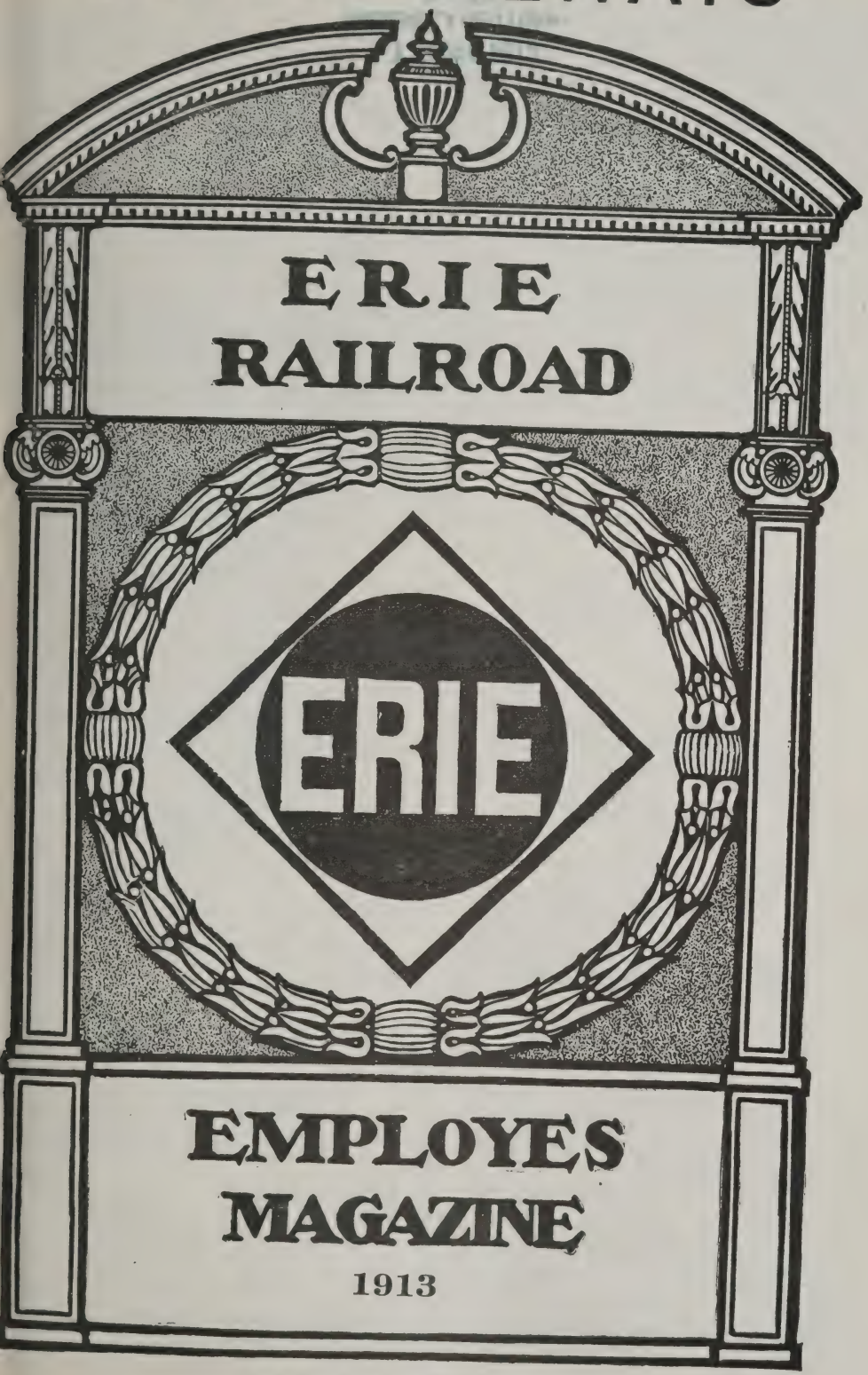
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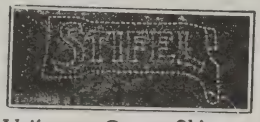
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STIFEL'S INDIGO CLOTH

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"IT'S THE CLOTH IN YOUR OVERALLS THAT GIVES THE WEAR"

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With the SAFETY you get the

Power—Speed—Durability

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A Standard Railroad Watch on

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We recommend the 16 size 21 jewel ther Time, made by the ELGIN WATCH OMPANY, in 20 year gold filled case.



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"Hot Box"

Movements quick and easy, hands safe-guarded against heat or hurt—that's the *invaluable* service you get in the soft, strong

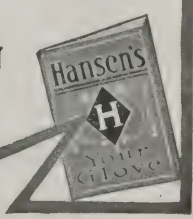
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This Protector Gauntlet gives supreme service—long, strong and comfortable. The leather is perfect selection, perfectly handled, and can be easily cleaned in gasoline. Heat, steam and water-proof. Send for book showing the wide line for driving, motoring, etc.

500 styles—for every man according to his work or sport. Ask to see the "Glad Hand"—a lighter weight Gauntlet, and the easy, soft "Slip-On" mitten for switchmen. If necessary, write us for information. We will send book and tell you where to buy.

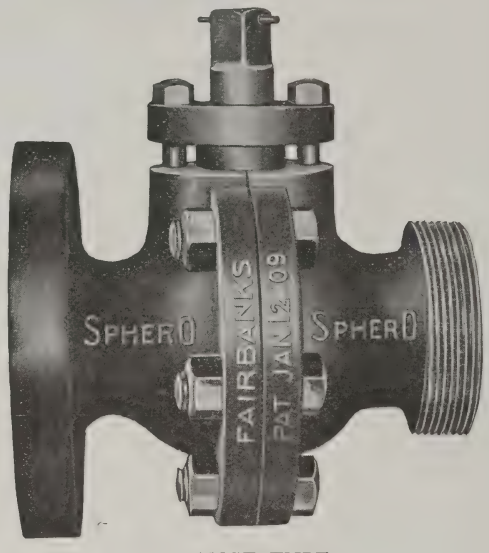
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Fairbanks "SpherO" Ball Valves

Locomotive Pattern



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The Best Locomotive Blow-Off Made
Easy, Quick and Positive Action
Straight Through Passageway
Interchangeable Parts
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Quick Repair

Engineers and Purchasing Agents will realize how carefully we have covered in the "SpherO" Ball Valve the method of quick and easy repair, as it requires no lathe work, filing or expert service to replace parts.

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Ask for Our Catalogue No. 760

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THIN FOR YEARS



"Gains 22 Pounds in 23 Days"

"I was all run down to the very bottom," writes F. Gagnon. "I had to quit work I was so weak. Now, thanks to Sargol, I look like a new man. I gained 22 pounds in 23 days."

"Sargol has put just 10 pounds on me in 14 days," states W. D. Roberts. "It has made me sleep well, enjoy what I ate and enabled me to work with interest and pleasure."

"I weighed 132 pounds when I commenced taking Sargol. After taking 20 days I weighed 144 pounds. Sargol is the most wonderful preparation of flesh building I have ever seen," declares D. Martin, and J. Meier adds: "For the past twenty years I have taken medicine every day for indigestion and got thinner every year. I took Sargol for forty days and feel better than I have felt in twenty years. My weight has increased from 150 to 170 pounds."

When hundreds of men and women—and there are hundreds, with more coming every day—living in every nook and corner of this broad land voluntarily testify to weight increases ranging all the way from 10 to 35 pounds given them by Sargol, you must admit, Mr. and Mrs. and Miss Thin Reader, that there must be something in this Sargol method of flesh building after all.

Hadn't you better look into it, just as thousands of others have done? Many thin folks say: "I'd give most anything to put on a little extra weight," but when someone suggests a way they exclaim, "Not a chance. Nothing will make me plump. I'm built to stay thin." Until you have tried Sargol, you do not and cannot know that this is true.

Sargol has put pounds of healthy "stay there" flesh on hundreds who doubted, and in spite of their doubts. You don't have to believe in Sargol to grow plump from its use. You just take it and watch weight pile up, hollows vanish and your figure round out to pleasing and normal proportions. You weigh yourself when you begin and again when you finish and you let the scales tell the story.

Sargol is absolutely harmless. It is a tiny concentrated tablet. You take one with every meal. It mixes with the food you eat for the purpose of separating all of its flesh producing ingredients. It prepares these fat making elements in an easily assimilated form, which the blood can readily absorb and carry all over your body. Plump, well-developed persons don't need Sargol to produce this result. Their assimilative machinery performs its functions without aid. But thin folks' assimilative organs do not. This fatty portion of their food now goes to waste through their bodies like unburned coal through an open grate. A few days' test of Sargol in your case will surely prove whether or not this is true of you. Isn't it worth trying?

50c BOX FREE

To enable any thin reader, 10 pounds or more under weight, to easily make this test, we will give a 50c. box of Sargol absolutely free. Either Sargol will increase your weight or it won't and the only way to know is to try it. Send for this Free Test Package today, enclosing 10c. in silver or stamps to help pay postage, packing, etc., and a full size 50c. package will be sent by return mail free of charge. Mail this coupon with your letter to the SARGOL CO., 551-L HERALD BLDG., BINGHAMTON, N. Y.

If you want a beautiful and well-ounded figure of symmetrical proportions, if you want to gain some solid ounds of healthy "stay there" flesh, you want to increase your weight to ormal—weigh what you should weigh -accept this Free 50c. Package today.

COME, EAT WITH US AT OUR EXPENSE.

This coupon entitles any person to one 50c. package of Sargol, the concentrated Flesh Builder (provided you have never tried it), and that 10c. is enclosed to cover postage, packing, etc. Read our advertisement printed above, and then put 10c. in silver in letter today, with coupon and the full 50c. package will be sent you by return post. Address: The Sargol Company, 551-L Herald Bldg., Binghamton, N. Y. Write your name and address plainly and PIN THIS COUPON TO YOUR LETTER.

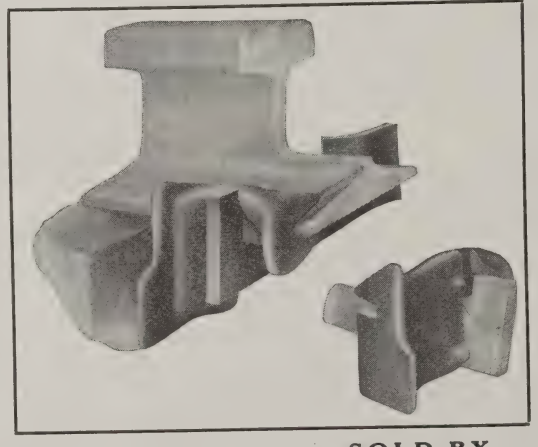
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Insures More Railroad Men
Pays more Railroad Men
Employs more Ex Railroad Men
THAN ANY OTHER COMPANY

Before I'm hurt, tell me how little Income Insurance costs.

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The BIGGEST Little THING Made
The "VAUGHAN" Rail Anchor



A Rail Anchor giving the greatest percentage of efficiency, and requiring no attention after application.

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Chicago New York

THE ERIE RAILROAD EMPLOYES' MAGAZINE

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HARRY L. ADAMS.

TRAINMASTER H. L. ADAMS.

The subject of this month's sketch is Harry L. Adams, Trainmaster of the Chicago Division of the C. & E. He is one of those fellows that never go to roost with the poultry and is just as happy while out on the new work any old hour, as when in his office, and feels very much more at home. Outside of railroad life, Harry finds recreation in attending Masonic Lodges, he being a member of that fraternity.

Following is his record, as furnished by himself and modestly chosen:

Born in Columbus, Ohio; entered service of Erie Railroad, September, 1897, as boiler-maker helper, Chicago Round House. Employed as brakeman, Chicago Division, November, 1898; promoted to Conductor, February, 1904; made Trainmaster, Chicago Division, January, 1913.

RAILROAD EMP. MAGAZINES.

An employe of the Kansas City Terminal Railway Company, who is a close observer of railroad literature and its relation to railroad men, has this to say regarding Railroad Employes' Magazines.

"Without a question, the different employes of the Roads, take great interest in their magazines and out here, it is customary for them to quote their Editor as their authority in many of their 'arguments' on railway topics. You men behind these publications are certainly responsible for the new interest shown by all since the publications were started, the officers and men in the ranks have the opportunity to see just what the other fellow is accomplishing and the result is, that they strive to exceed the doings of their brethren in other locations on the line."

ERIE AGENT THANKED.

The following letter was recently received by the Erie's Agent at Essex Street, Hackensack and is printed for the encouragement of other agents.

November 8, 1913.

Erie Railroad Co.,
Mr. Paul Beshirian, Agent,
Essex St. Sta., Hackensack, N. J.

My Dear Mr. Beshirian:

Your cashier's check for $211.25 just received. Permit us to thank you for your great courtesy in assisting us in the settlement of this bill. If railroads had agents as courteous as you have been, there certainly would be much less friction than often occurs between shippers and the railroads. We again thank you for the assistance and appreciate it greatly.

Yours very truly,
C. T. WILLARD CO., INC.
(Signed) C. T. Willard.

The C. T. Willard Co. dealers in vitrfiied shale paving brick, etc., is located at 110 East 23rd Street, New York City.

HAPPIEST MAN IN WISCONSIN.

Under the above caption an article appeared in a newspaper, recently, telling about the great happiness that a man was enjoying at having finished 59 years in railroad service. He is an old associate of President Underwood of the Erie Railroad, who, with characteristic good-will, telegraphed felicitations.

Following is the story:

Waukesha, Wis.—Probably the happiest man in the State of Wisconsin today is George Cooper, a little, old flagman on the Chicago, Milwaukee & St. Paul Railroad, who returned to his boyhood home here from Minneapolis to celebrate the fifty-ninth anniversary of his connection with the Milwaukee road. Cooper's most treasured possession today was a telegram of congratulation from Frederick D. Underwood, President of the Erie, with whom Cooper used to "brake" in the days when the Milwaukee road was sixty-five miles long. In the early days, Cooper, besides President Underwood, knew Russell Sage, the first president of the Milwaukee, and Sir William C. Van Horne, then the "super," later the "empire builder" of the Canadian Pacific system. Other old friends of his are D. A. Olin, U. S. Senator John L. Mitchell, Edward H. Brodhead and George Crocker.

14 NEW FREIGHT ENGINES.

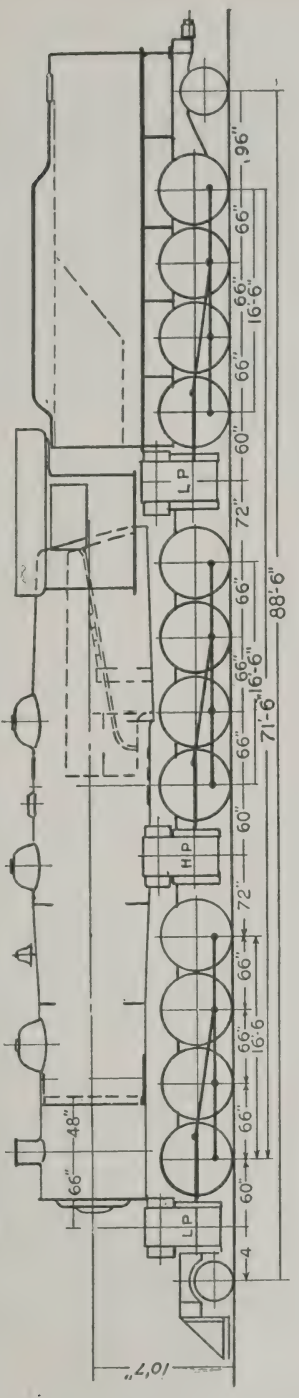
Early last month the American Locomotive Company completed at its Schenectady plant, 14 new engines for the Erie Railroad, and delivered them to the Company.

These engines are of the Class N-1 Mikado type, a number of which were received and placed in service early last Winter. Those recently received differ from the first consignment, only in having extended guide for piston rod and extended main driving box.

Irrigation makes a thing grow, especially a thirst.

Many a man's will is contested long before he is dead.

DIAGRAM OF LOCOMOTIVE HAVING GREATER TRACTIVE POWER THAN ANY ENGINE EVER BUILT.



ERIE'S NEW SIX-CYLINDER ARTICULATED MALLET COMPOUND LOCOMOTIVE "MATT. H. SHAY"

NEW ERIE MALLET COMPOUND

The diagram accompanying illustrates the latest development of powerful freight locomotives, namely, the six-cylinder type articulated Mallet compound, a specimen of which will be placed in service on the Erie Railroad.

Its total weight with tender is 410 tons, and it has greater tractive power than any engine ever built.

It is unique in that it will utilize the large weight of its tender to furnish adhesion for the third set of drivers. It has been, generally, the practice to carry the dead weight of the tender without deriving any power from it. When it is considered that a loaded tender weighs more than half as much as the engine itself, it can be seen that considerable power is required to haul the tender and that a great advantage should result from putting drivers under it; at least from a standpoint of tractive power per total weight of engine and tender.

The locomotive is being designed and will be built by the Baldwin Locomotive Works, Philadelphia and will have the following general dimensions:

Tractive power, 160,000 lbs.; size of cylinders (3 sets), 36 in. x 32 in.; diameter of drivers, 63 in.; driving journals, 11 in. x 13 1-16 in.; firebox (radial stay type), 162 in. x 108 in.; flues, 5½ in., 53; tubes 2¼ in., 318; length of flues and tubes, 24 ft. 0 in.; weight on engine truck, 30,000 lbs.; weight on engine drivers, 480,000 lbs.; weight on tender drivers, 260,000 lbs.; weight on trailer, 50,000 lbs.; total weight, engine and tender, 820,000 lbs.; heating surface, firebox 310 sq. ft.; heating surface, flues, 1,825 sq. ft.; heat surface, tubes, 4,480 sq. ft.; heating surface, arch tubes, 40 sq. ft.; heating surface, combustion chamber, 95 sq. ft.; total heating surface, 6,750 sq. ft.; heating surface of superheater, 1,530 sq. ft.; grate area, 90 sq. ft.; water capacity of tender, 10,000 gals.; coal capacity of tender, 16 tons.

The locomotive will be equipped with a Street Stoker, and will have the Baker valve gear and Schmidt superheater. Being a radical departure from other designs of locomotives, its service will be watched with keen interest.

This monster engine will be called "Matt H. Shay," in honor of a retired engineer on the Mahoning Division of the Erie, a faithful and loyal employe and as trustworthy an engineer as ever guided a train.

EXPERT PIECE-WORK CHECKING AND TIME-KEEPING.

(A Tribute to the Young Men of the Erie's Mechanical Department).

THAT the Erie Railroad employs exceptionally bright young men in its various shops, is demonstrated by the facts, as contained in the reports of Auditors who have gone over, carefully, the figures in Piece-Work Checking and Time-Keeping, at the Kent, Ohio and Stroudsburg, Pa., shops.

The report from Kent is as follows:

"The number of adjustments are smaller than found on any previous examinations, due to the fact that the application of piece-work schedules had been applied in a very careful manner. About 80% of the errors discovered were due to incorrect extensions of items and footings of piece work form 3318-A."

As will be seen from the above statement, the mistakes were simply errors in mathematical calculation, the schedules having been very carefully applied in every case.

The young men responsible for this good work and whom we wish to compliment in connection with same, are as follows:

Passenger Department; F. C. Watrous, R. E. Tuttle. Freight Department; H. E. Williard, Edward Rogers. Paint Department; L. C. Stratton. Blacksmith, Machine Shop, Planning Mill; J. C. Green.

Mr. Watrous has since been transferred to Assistant Foreman Car Repairs and M. Tuttle transferred to Inspector of MCB Bills.

The good work of these young men in connection with piece-work time-keeping and accounting, and their strict attention to business and loyalty to the interest of the Company, had a great deal to do with their promotion.

The report from Stroudsburg is as follows:

"There are no adjustments to be made in connection with this report, all errors found by the Auditor having been first found by the time-keeper and proper adjustments made in following month.

"The piece-work records for both were found to be handled in an intelligent and careful manner. The forms 3318 and 3318-A are checked twice by the checkers before being turned over to the time-keeper and, as a result, no errors were found on the extensions, footings, or pro-ratings.

"There are only a few criticisms to be made on the handling of the piece work forms."

The criticisms referred to in the above paragraph, are of minor importance and cover such errors as using a carbon sheet in making out the cards, description of work not being quite as extensive in some cases as the Auditor thought it should be, etc.

The young men responsible for this record are, Harry Clay Giersch, Piece-Work Checker for locomotive department. Harry Trieble, Piece-Work Checker for Car Department.

The time-keeper handling the work for both departments, is Arthur William Bowlby.

The above is a remarkable record, considering the fact that the total pay-roll involved in the locomotive department, is about $12,000 and in the car department, nearly $5,000.

Previous checks of time-keeping and accounting in Stroudsburg shop, have been equally as good as referred to above and the young men handling this work are deserving of much credit for the careful and efficient manner in which the work is done.

COURTEOUS ERIE MEN.

Having used your railroad daily for the past five years, I have often noticed that when the train became crowded, there were always a certain few young men, who, on nearly every occasion, got up and gave their seats to their more unlucky fellow travellers who were forced to stand.

It did not seem to make any difference whether or not they were men or women. My curiosity was aroused and so I asked the conductor the reason for all this politeness on the part of these young men. He then told me that the young men were employed in the Accounting Department of the Erie and that it was a rule of the railroad that their employees should give up their seats, if the car became too crowded.

(Signed) A COMMUTER.

ERIE WINS ONCE MORE.

In the bulletin recently issued by the Public Service Commission showing delayed passenger trains in August it is shown that the Rochester Division of the Erie railroad again came away with the highest percentage of trains on time of all roads entering Rochester. Its percentage was 86. The Erie runs twenty-three trains in and out of Rochester daily.

A girl is never happy till she falls in love, and then she is—miserable.



ONE OF THE MOST PROMINENT POINTS ALONG THE RIVER FRONT.

ERIE'S OFFICE AT LIVERPOOL ON THE MERSEY, ENGLAND.

THE ERIE RAILROAD'S Liverpool, England, office, which opened on the 1st of March, last, is established at No. 321. Royal Liver Buildings, among the finest in the city, standing 300 ft. high, with eleven stories, and occupying 63,000 superficial feet of ground. The cost was nearly, £700,000.

This building, erected by the Royal Liver Friendly Society, somewhat over two years ago, stands right on the banks of the Mersey River and is built on the site of old docks. It is next door to the Offices of the Mersey Docks and Harbour Board, the controllers of the river, Docks, etc. in Liverpool.

The word "Liver," with the accent on the "i", has frequently been inquired about by the curious, as to why it is called Li-ver and not Liver as one might suppose, and the explanations are various. According to mythological, or other history, there was once a mighty bird called the Li-ver, which used to come down to a pool in the district now known as Liverpool. Another version is, that there used to be a pool in the district which was full of a sort of seaweed called Laver or Liver; and a third version has it that the derivation is from the Welsh word, Llyvrpwl meaning "the pool of the confluence," but it is difficult to find actual facts to substantiate any one of the above reasons, and as the Friendly Society originated in this town, it took on the name as above.

The District Agent of the Erie is S. O. Moss, whose picture is given herewith. Following is his biography:

Age 33, Educated Cranleigh School, Surrey. On leaving School joined W. H. Carey & Sons, 34 Mark Lane, London, Shipping & Forwarding



S. O. MOSS, District Agent.

Agents, and was with them a number of years. Left them and went out of Shipping business to try the road with Electrical goods, but came back to Shipping etc. by joining Wells Fargo

& Co., London Office in 1909. Joined ERIE London Office, August, 1911.

The situation of the ERIE Office is excellent in every way, as, in the first place, one is reminded all day long of the reason of its opening-traffic; as past the building runs the long Dock Road, seven miles of it, the whole length of the Docks, and without ceasing, the loaded trolleys and vans, and even to one side, engines drawing trucks running on rails, go rumbling all day long loaded with all kinds of merchandise, palm oil, timber, sugar etc., on the way to somewhere overseas.

Then, just across this road are the Offices of the various Steamship Companies, White Star Line, American Line, Cunard, Leyland Line, etc., all within five minutes walk.

From the windows of the Offices one can see every sort of vessel, from the giant liners, "Mauretania" and "Lusitania" etc., down to snorting tugs and crowded ferry-boats, passing up and down the Mersey, and one can also look right down into the Docks and see the actual loading and discharging of vessels. In whichever direction one looks there is the same bustle and noise, unavoidable with the handling of thousands of tons of merchandise.

Across the river, except on foggy days, New Brighton, one of the pleasure grounds of the Liverpudlian, is plainly seen with its Tower and amusements, and many other interesting points are noted by the caller, with carloads or not, at the ERIE Liverpool Office.

In the same Building are the Offices of the Canadian Pacific Railway, and also large manufacturing concerns like Lever Bros. of "Sunlight Soap" fame.

The "Great George" clock, which is seen in the tower of the Royal Liver Building, is the largest electric clock in the world and was specially designed and built for this structure. There are Four Dials, each 25 feet in diameter, fixed at an altitude of 220 feet from the ground. The Figures are 3 feet in lenght, the spaces between the minutes being 14 inches. The Minute Hands are 14 feet in length, and 3 feet wide at the centre. The Ironwork of the Dials weighs nearly 15 tons, and nearly a ton of Opal Glass was used on the faces. The clockwork weighs 4 Tons, and is driven by a small battery without any attention or winding. The Controlling Transmitter is synchronised by electric current direct from Greenwich Observatory every day, so that the clock always indicates Greenwich Mean Time.

If the dial of this clock were laid flat and made into a dining table, it would comfortably seat 40 persons. This will give an idea of its immense circumference.

A few figures showing the Tonnage handled by the port of Liverpool, make interesting reading:—

	Tons
Total Tonnage handled last year	15,921,640
Foreign & coastwise. Inward & Outward.	
Corn imported from Abroad.	1,842,050
Cotton Wool. " " .	953,950
Fruit & provisions. " .	935,280
Sugar & Glucose " .	391,700
Iron & Steel. Exported Abroad	1,092,640
Cotton Manufactures	544,260
Coal & Coke, including Bunker Coal	3,200,403
Coal & Coke (Coastwise)..	2,061,387
Beer	107,920
Salt	383,830
Tinplates	96,790

ANOTHER GOOD BOOST FOR "SAFETY FIRST."

By J. J. Heavey, Secretary Safety First Committee, C. & E. Division.

"SAFETY FIRST" has passed the experimental stage and is now recognized by employers of labor in the factory, mill and work shop, as well as on the rail, to be the only sure and sane method of reducing to a minimum, the number of accidents occuring annually in their own circles. Ours is, indisputably, one of the most hazardous and dangerous occupations in the labor field. Therefore, how gratifying to us it should be to know that the management of this great corporation, the Erie railroad, has asked us to co-operate with the officials of the company in our respective localities and inculcate the principals of "Safety First."

How cheerful should we also enter into that spirit of co-operation in an earnest effort to protect ourselves, as well as our fellow employes, from accident or death. This can be done without working hardship upon any

individual, by everyone being **always** on the alert and using good judgment when necessity requires.

Whenever we see or hear of anything along the right-of-way, that is, or is liable to become a dangerous factor and cause an accident whereby life or limb is at stake, afford immediate protection against that possibility, forthwith. Let us not wait to see if someone else will do it. That is not "Safety First.". If every individual employe in every department of this great railway system, would on some one day each month, make and keep a resolution to stop on that day, some dangerous or careless practice or habit which he has allowed to grow on him, by application, think what it would mean among the many departments and what it would accomplish in the way of preventing probable accidents.

If we get imbued with the "Safety First" spirit, we, each and every one, can do this without hardship or inconvenience. Watch the results. We are then demonstrating the aforementioned co-operation.

On the Chicago & Erie division, we are passing from single to double-track operation. We are and should be proud of our record on this single track since its inception, at the same time taking into consideration the volume of business handled. Now, we should double our efforts to avert any possible chance of accident in train operation, under double track rule.

We can do this by familiarizing ourselves with all rules pertaining to double-track operation and then complying strictly with same. We can use for our slogan "The Sure, Safe and Sane Route," as an advertisement which should bring us both increased business in both passenger and freight traffic.

In connection with this, let me admonish each employe to never let an opportunity get by which would boost the Erie interests, whenever opportunity affords. It will be safe to do this, first, last and all the time. Watch your grocer, your coal dealer and see if he is getting his shipments via the Erie railroad. If not, find out why and then have a solicitor see him. He will do the rest and you will be surprised at the result.

ERIE LITERATURE IN PULPIT.

The following correspondence will be of interest to readers of this Magazine, as passing between Messrs. J. D. Brown, Assistant General Passenger Agent at Cleveland and the Rev. J. W. Giffin, D.D., Pastor of the United Presbyterian Church of Cleveland.

It demonstrates that railroad literature, when made interesting, is available for use in a pulpit discourse.

Cleveland, November 7th, 1913.

Rev. J. W. Giffin, D. D.,
Pastor, The First United Presbyterian Church,
71st St. and Carnegie Ave.,
City.

Dear Sir:

Thank you for your courteous note of the 7th. It is very pleasant to a railroad man to receive one of such nature.

The life of a railroad man is not altogether a jar of honey; but we appreciate a kind word now and then, because they are jewels not often presented to us. Many of us may be roughly dressed, faces bronzed, hands hard; yet under our jackets a warm, sympathetic heart. If you could, at times, witness some of the men when the big tears roll down their cheeks and they, tenderly as a mother, carry one of their mates, who has been injured, you would respect and admire them. Surely, they expect to pass through this world but once, and any good thing, therefore, that they can do, or any kindness they can show to any human being, they want to do it now, ere their journey ends, for they all know they shall not pass this way again. When the book of the deeds of men is done, the chapter devoted to railroad men will be full of acts of kindness, and when the recording angel brings forth his roll of honor on the last day, not far from the top, there will be inscribed names and on the border, "He was a railroad man."

Yours truly,
(Signed) J. D. Brown,
Asst. General Passenger Agent.

To the above letter the Rev. Giffin replied, as follows:

The First United Presbyterian Church of Cleveland.
Cleveland, O., Nov. 7, 1913.

Rev. J. W. Giffin, D. D., Pastor,
7111 Carnegie Avenue.
Mr. J. D. Brown,
Asst. G. P. A., Erie R. R.,
Cleveland, O.

Dear Sir:

I want to thank you for folder "Greater than the Panama Canal," and for sheet giving number of immigrants in July, 1913.

It has been of assistance to me in preparation of sermon for the coming Sabbath. Hoping to be able to be of service to you in some time and way, I remain,

Very sincerely yours,
(Signed) J. W. Giffin.

First Doctor—Had a couple of odd patients this morning.

Second Doctor—Indeed! Who were they?

First Doctor—One was a beekeeper with the hives and the other a grass widow with the hay fever.—Exchange.

DONT'S THAT ARE WORTH REMEMBERING.

Don't fail to make an immediate report of all cases of personal injury, to employes or others, no matter how trivial the injury may be.

Don't expect a new and inexperienced employe to know as much as you do. Instruct him and be sure he understands what is expected of him.

Don't run a motor car, hand car, or truck on the main track at night without lights being displayed to the front and rear.

Don't neglect looking at your markers occasionally to see that they are burning.

Don't neglect to see that main track switches are locked, not simply closed.

Don't let your flags get black with dirt before ordering new ones.

Don't forget to see that platforms are kept free from broken glass, stones, etc. Some passengers may turn their ankle or cut their foot while getting on and off trains.

Don't wait until a board in the platform or freight house has worn clear through before you report it to proper authorities. Prompt action may save injury to a passenger, drayman or someone.

Don't forget to chock the wheels on baggage trucks when not in use. A truck may run out on to tracks if not done, causing injury to some one or destruction of property.

Don't eject passengers between stations or while the train is moving, but act strictly in conformity with the rules.

Don't move engines before giving the proper signals and ringing the bell.

Don't fail properly to inspect and report all bad conditions of engines.

Don't allow oil or other matter to remain on the deck of the engine tanks.

Don't fail at all times to properly protect yourself with flag or lights.

Don't leave cars on passing or freight tracks without full and sufficient clearance.

Don't depend upon short flagging, but always go the limit, as required.

Don't use the expressions, "I don't care," or "I don't give a damn," which is common among train men. Cut it out right now, because we all know you do care, no matter what the cause may be.

Don't try to adjust automatic couplers with your feet. You have only two, and if you persist in this practice, you will only have one "left." It may be the "right," but just the same, there will be one missing.

Don't ever reach over a coupler to cut in air in train line, while coupling up train line, part of which is charged. It will get you if you do. You may get away a few times, but the slack will eventually get you if you continue the practice.

Don't let couplers and rigging, when pulled out in transit, lay between main tracks or siding and main track. Get help and roll them down the bank or outside, if possible. The "big hook" can reach them.

Don't drink any bad whiskey on duty, or off. It is all bad. Some brands are worse than others. Your brain is the dynamo that generates the power to all parts of your anatomy and if you benumb it with "booze," you cannot expect to get the desired results in the discharge of your duties.

Don't take chances on derails. Be sure they are clear of the rail.

Then you will not have to lug car replacers or go see the trainmaster on arrival.

Don't sit on the main track or near it. At night, get over on the bank; you may drop asleep. If you are on the bank you will only get left, if on the track, you may get killed.

Don't criticize your superiors. Counsel with them.

Don't forget that a good job of flagging at all times is the daylight (keynote) to railroading.

Don't forget that we have a "Safety First" committee on the Chicago & Erie division, composed of your own associate coworkers, who will gladly take up any dangerous conditions you may see, if you call their attention to it, and have same made safe.

Don't forget to watch trains passing on an adjacent track. You may discover something irregular and by calling attention to it, save an accident, some brother's job and possibly his life.

MECHANICAL OFFICES MOVED

On account of insufficient room on the 11th floor of 50 Church Street, New York, where the offices of General Mechanical Superintendent Schlafge were located, this department has been moved to the 4th floor of the building.

In connection with this change, the offices of Mechanical Superintendent Trumbull at Jersey City and that of Electrician Eisenhauer, have been consolidated with above.

ENGINEER SOOP RETIRED.

The most recent retirement from service in the Erie's Marine Department, was that of James Soop, Engineer of the ferryboat "Suffern," and senior member among the Erie marine engineers.

Mr. Soop was born in Albany, N. Y., Oct. 6, 1843, and began steamboating on the Hudson River steamers in 1859. March 1, 1871, he entered the employ of the Erie Railway Co., as yard fireman. January 10, 1872, he was appointed engineer, and shortly afterward was assigned engineer, in charge of the ferryboat Delaware, remaining until his retirement, October 31, 1913.

During the time he was in charge of the Delaware, she was rebuilt three times, and had her name changed to Sterlington, and later to her present name, Suffern.



ENGINEER JAMES SOOP.

There was a feeling of general regret among the boys at severing old associations with engineer Soop and all wish him good fortune in his declining years.

SAY YOU SAW ME.

A tramp stopped me at a prosperous looking country house and asked for food.

"Certainly you may have it," replied the owner whom he happened to address, "and if you will saw some wood I will give you besides 50 cents; you might be at it while the breakfast is being prepared." And he led the tramp to the woodpile.

Presently, when the meal was ready, he went to call the tramp, but found he had disappeared. Near the wood pile fluttered a little white paper. He picked it up and read the scrawled words:

"Just tell them that you saw me,
But you didn't see me saw."

A TRIP THROUGH DENMARK, NORWAY AND SWEDEN.

II

"CONTINUING the story of my trip to Scandinavia," said Mr. Luis Jackson, the Erie Railroad's Industrial Commissioner. "From Stockholm, Sweden, I decided to take the thousand-mile railway running almost directly north, through the heart of Sweden, to Narvik, Norway. The distance from Stockholm to Narvik is 1581 kilometers, or 981 miles. It is well to remember that a kilometer is, roughly speaking, 6/10 of an English mile. In decimals it is 0.6214, but for quickly calculating distances in time tables and for most purposes, 6/10 of a mile will do.

"I will say, in passing, that Sweden has about 8,500 miles of railway, one-third of which are state-owned and two-thirds private lines. The gauge is 1.435 meters, or 4 ft. 8½ in. There is some narrow gauge railway. Nearly all the railway lines in Sweden are single track. The railway line from Stockholm to Narvik runs far north of the artic circle, and is the most northerly in the world. Stockholm is in 59:20 N. Lat. The arctic circle is 66:32:30 N. Lat. Narvik is 68:30 N. Lat. The principal train is called the "Lapland Express", as the region called "Lapland" is in the north of Sweden. This train leaves Stockholm three times a week during the summer months, and consists of first and second class day coaches and through sleeping cars. The coaches and sleepers are the regular European corridor cars. In the United States all sleepers are constructed so that people sleep "lengthwise." In the rest of the world nearly all the cars are built on the Mann boudoir plan, with the sleeping berths transverse, or crosswise. Dining cars are attached to the train during the day. The time from Stockholm to Narvik by the Lapland Express is 41 hours.

"The most interesting station near Stockholm is Upsala, a famous university town, the University there having been founded in 1477, and now has 2,000 students. Upsala is, practically, the historical center of Sweden.

"Going north we reach Langsela, north of which we pass through immense forests. This section of the country, with its forests and lakes, is something like northern Wisconsin, northern Michigan, or Minnesota, except that it is more hilly. Pine, fir and spruce are seen all along the line, with birch farther north. About half of Sweden is forest, and about half of the population live by agriculture and cattle breeding. The farms, as a rule, are small, and are owned by small proprietors.

"What strikes the traveler north is the great length of the day. For instance, at Boden I visited a children's fair at 11 o'clock in the evening. It was full daylight and everything resembled a county fair in America. There was the carousel, tents, performing ponies, music, and dancing, but one could not realize the fact that it was 11 o'clock at night. At Boden I also visited one of the Swedish railway station restaurants, in the center of which was a large table with hot and cold food upon it, and everybody helped himself. Just above Boden the train crosses the Arctic Circle. Signs along the railway show that the Circle is being crossed. When tourist vessels off the coast of Norway cross the Arctic Circle, they fire two canon shots.

"Between Boden and Narvik is the great Swedish iron ore district. The principal mines are at Gellivare and Kiruna. The Gellivare mines ship to Lulea on the east coast of Sweden, where there are ore docks. From Lulea the ore goes chiefly to Germany. The mines at Kiruna ship to Narvik on the west coast of Norway. Quite a lot of the ore goes from this district by rail and water to furnaces in Sweden. The total production of Swedish iron ore this year (1913), is estimated at 5,500,000 tons. About 3,500,000 tons of this will be handled by the ore docks at Narvik, Norway. (These figures are not authoritative.) From Narvik most of the ore is shipped to Emden in Germany, and is thence taken to the steel works in the Ruhr district—Essen (Krupps), Dusseldorf, etc. Ships also load at Narvik for the United States. Nearly all such ships run direct from Narvik to Philadelphia. In 1912 Philadelphia received 338,863 tons of iron ore from Sweden. Philadelphia is, practically, the only port that receives Swedish iron ore. It is shipped from there to different American furnaces, to enrich other ores, being a very high-grade ore. In many cases it contains as much as 66 per cent. of iron, and in some cases as high as 69 per cent. Some of the ore is wholly free from phosphorus. Nearly

all the ore is magnetite. Sweden has copper and other mines, but little coal. In all, but 300,000 tons of coal is mined annually, and the pig iron produced is made with charcoal. The railway from Gellivare and Kiruna to Narvik was constructed in 1903, to take care of the mineral traffic. It runs through a mountainous country. Kebnekaise in this region is the highest mountain in Sweden. Some geographies say it is 7,192 feet high, but Baedeker's Guide, which I have always found thorough and reliable, gives it as 6,964 feet.

"Leaving Riksgransen the train passes the border and we are in Norway. Norway, population, 2,400,000, has about 2,000 miles of railway, nearly all state lines of 4 feet 8½ inches gauge, though some with 3 feet 6 inches gauge. It is a mountainous country, more than one-half of the surface being over 1,000 feet above sea level. The highest elevation is the "Glittertind," 8,140 feet. Twenty-one per cent. of Norway is forest land. The majority of the peasants are freeholders. Forty per cent. of the population live by agriculture.

"Narvik, population 4,700, is a good port with modern ore docks. The ore trains are seen moving all day long. It is an ice-free port all the year round, owing to the warm Atlantic drift.

"The tourist traffic to Scandinavia is increasing every year, and there are many steamship lines starting from many ports that make the "midnight sun" trip, putting into the various fiords and places of interest, coming and going. In fact, some large trans-Atlantic steamers are put into this service during the Summer months. Some of these steamers call at ports near Narvik, and connection can be made by local steamers. One of the lines starting at Trondhjem for the North Cape and return to Trondhjem, calls at Narvik. Learning that the steamer "Andenas" would call I took passage on her, there being just one cabin left. This vessel is, practically, a small steam yacht of about 480 tons register, and we had in all 70 passengers on board. In due course we arrived at the North Cape.

"This is a precipitous headland 1,017 feet high located at 71:10 N. Lat. 25:45 E. Long. Passengers who wish to climb to the top, land by boats and reach the top after about an hour's climb along a steep path, at the side of which ropes are strung through posts to aid the climbers. On the top of the headland there is a pavilion where refreshments and curiosities are sold. During the Summer an official connected with the Post Office stamps all letters with the North Cape post mark. From the plateau there is a grand view of the sea. The sun is seen constantly above the horizon from the 13th of May to the 30th of July. In clear weather it is seen moving at midnight at a distance of about five of its diameters above the horizon. In Winter the sun does not rise above the horizon at the North Cape, from the 18th of November to the 23rd of January. There is nothing very beautiful about the North Cape, and the land is very bleak, but there is a certain majesty about the scene. For those who do not care to climb to the top of the Cape the steamer provides fishing tackle, so that one can fish at the northmost point in Europe.

"Leaving the North Cape for the southward trip to Trondhjem, the first harbor we put into was Hammerfest. This is the northmost town in the world—70:40 N. Lat. 23.45 E. Long. Here the sun does not set from May 13th to the 29th of July, nor does it rise from the 18th of November to the 23rd of January, during which time electric light is largely used.

"To finish this matter of the midnight sun I will say that it is visible in Summer within the Arctic Circle at almost all points north of that Circle, when one can get a clear view of the horizon. The farther north, the longer the duration of sunlight in Summer and of darkness in Winter. One could go to a town like Bodo, 4,000 population, 68:30 N. Lat. and see the midnight sun (whole disk), from the 3rd of June to the 8th of July, and be in darkness from the 15th to the 27th of December. Even in the extreme south of Norway there is no darkness from the end of April to the middle of August, whereas in midwinter in the same district the sun is only above the horizon for 6½ hours.

"Hammerfest is a wide-awake little town of 2,700 people. Even its barber shops are quite modern, having running water. There is also running water in the hotel. In the Norwegian barber shop, when the barber is through shaving, he hands you a towel and calls "next." You then go to the wash basin and put your face over a fountain spray of water.

"Fishing fleets sail from Hammerfest to the polar seas. An immense

amount of fish is brought in and there are cod-liver-oil boileries along the quay. A walk along the esplanade to the lighthouse brings one by a monument called "The Meridian Statue." This is a granite column, on top of which is a bronze globe with the eastern and western hemispheres in bold relief. This monument commerates the measuring of the earth from this point to Ismail at the mouth of the Danube on the Black Sea. It took the geometers 36 years, from 1816 to 1852, to make this measurement. The same distance would to-day be covered in three years, owing to the amount of money that would be appropriated and the advance in scientific instruments. The monument commands respect and, like the Statue of Liberty in Upper New York Bay, stands in a class by itself.

"The fiords of Norway are very beautiful and have been so often described that I need not go into detail. A fiord is a long and narrow arm of the sea, having usually high rocky banks; some of them are very winding, with almost perpendicular sides reaching to great heights.

"On the coast where the land has a gradual slope to the sea, and along many of the fiords, every few miles, a house, or two, or three, are seen close to the water's edge, with a small patch of ground under cultivation. These are the homes of fishermen. They are seen very far north and leave a pleasant recollection. Patches of snow and great glaciers, are seen on the mountains.

"From Lyngseidet on Lyngenfiord, we took a stolkjarre into the interior to visit a camp of Laplanders. The 'stolkjarre' is a vehicle largely used in Norway and Sweden. It is a light, one-horse, two-wheeled cart seating two persons, with the driver at the back.

"There were about 100 Laplanders in the camp we visited. Norway has about 18,000 Laplanders; Sweden, 7,000, and Russia, 3,000, so that, altogether, there are about 30,000 Laplanders left. They are small in stature, the men averaging 5 feet, and the women 4 feet 9 inches, a quiet and inoffensive people, dressed in brightly trimmed clothing. As we came into camp they offered for sale all kinds of curiosities. They live by fishing, pasturing herds of reindeer, or do a little farming. A few tribes are still nomadic. Their food is fish, rye or barley cakes, and the meat and milk of the reindeer, cheese also being made from this milk. The reindeer is milked only twice a week. This animal also supplies them with clothing, robes and bedding. There were about 600 reindeer at the camp we saw, and I looked at them with the greatest disappointment. My idea of the reindeer was the beautiful animal that Santa Claus is pictured as driving, but I am afraid he harnesses up elk. The reindeer is a heavy, clumsy, short-limbed animal, about 4 feet high, of a brownish-gray color, with large antlers. They are sometimes harnessed to sleds and used as draft animals, and they form the chief wealth of the Lapps. Those in the camp were trained and quiet animals.

"In Summer the Lapps live in tents of canvas stretched on poles. Their Winter dwellings are round huts of stone or clay, with openings at the top to let out smoke.

"Returning again to the Coast we next visited Tromsoe, where furs of all kinds are sold, including skins of polar bears, seals, and walruses. This town exports great quantities of dried and smoked fish.

"The trip through the Lofoten Islands is one beautiful scene after another. These islands are a great fishing center, millions of fish being caught here. At Raftsund, a strait in the Lofoten Islands, with huge mountains towering on both sides, the scene is one of extraordinary beauty. Off Raftsund, at Troldfiord, the mountains rise to a height of over 3,000 feet. At the southmost point of the Lofoten Islands is the "Maelstrom," celebrated in song and story. At Torghatten Island just off the Norwegian coast, there is a natural rock tunnel 535 feet long and from 65 to 246 feet high.

"Trondhjem, surrounded by mountains and waterfalls, is well located in a situation of great natural beauty. In olden-times the Norwegian kings were elected and crowned here. It has the greatest cathedral in Scandinavia, founded in the 12th century. It is now a city of 50,000 people. A railroad connects it direct with Stockholm and Christiania, and all the tourist ships put into its harbor. It has first-class hotels. In fact, every hotel I was at in the North was good.

"Molde is famous for its surrounding scenery and roses. Aalesund has a Genoese-like appearance.

"Bergen, a city of 80,000 population, is a great center for the fish trade, and its inhabitants have grown rich through the fish business. Immense

quantities of cod, herring, mackerel, halibut, sea trout, and flounders, are brought in from the Northern seas. The retail fish market on the quay is a great sight. It has a long row of tanks with running salt water. Live fish swim around in these tanks, and buvers pick out the fish they want. Most of the fish, however, is handled by wholesalers. Some boats arrive here deeply laden with cod-liver oil. Bergen has a most beautiful theatre building, of which Ibsen was once a director. It has also a monument to Ole Bull, the violinist, who was born here. Taken, altogether, it is a very picturesque town with beautiful surroundings, and it has a particularly fine railway station.

"From Bergen I went to Christiania by the new Bergen Railway, completed in 1909. This is a 12-hour run through some of the grandest scenery in Norway, called the "Norwegian Alps." The train ascends to a height of over 4,000 feet, where there is snow in Summer. Snow sheds are numerous along the line, and there are 184 tunnels, mostly short, but there is one over three miles long.

"Christiania, the capital of Norway, has a population of 250,000. Its main street, "Karl-Johans-Gade," is of commanding appearance, and on it is the Storthing, or Parliament House. The Storthing distributes the Nobel prizes. Christiania has a university with 1,500 students. I saw the old 9th century Viking ships which were found at Gogstad and Oseberg. The environs of Christiania are very beautiful, and on the road to Voksenkollen there is a statue of Krag, the highway builder. I also visited the graves of Ibsen and Bjornsson.

"After a visit to Drammen, the great paper and pulp mill center of Norway, I again went into Sweden, taking the train to Gothenburg. A dining car was attached to this train, and the principal feature of it was that the attendants were women. Gothenburg is a great industrial city and has a population of about 175,000. A statue is erected in this city to John Erickson, the inventor of the screw propeller. One of the features of this city is its apartment buildings. In style of architecture they vie with the best in the world.

"Wishing to return, by again visiting Denmark, I took a small steamer from Gothenburg across the Cattegat to Fredrikshavn, Denmark, and enjoyed quite an extensive trip through Jutland, with its many places of historic interest and its fine farms.

"I found the people of Denmark, Norway and Sweden, very courteous to visitors, and taking a special interest in Americans, as so many of their own former countrymen are a component part of the upbuilders of the United States."

STATION MASTER F. W. SWAN.

Fred. W. Swan is the Station Master at the Jersey City Passenger Terminal and a man who stands high in the estimation of those with whom he works. He enjoys a fine record with the Erie and is an usually capable man in the responsible line of work with which he is identified.

Following is his record:

In May, 1881, was employed under Station Master M. E. Staples, as night yard driller, at the rate of $49.50 per month. He continued at this until 1885, when he was promoted to switchtender, at the rate of $58.50 per month.

It may be said that men attending the switches were considered the most responsible in those days, from the fact that a flying switch was made of all trains to the station from a point about where the present signal bridge now stands, west of the Terminal Tower.

He attended switches from 1885 until 1890, when the switchtenders' rate of pay was reduced to $54.00 per month and yard conductors increased from $54.00 to $58.50.

At his own request he was assigned to a conductorship of night engine in passenger yard and held it until 1896, when the work increased to such an extent that it was decided by the management to put another engine in the yard nights, and also put a Yard Master in charge. Mr. Swan was selected and held that position until 1906, when he was appointed Night Station Master by Superintendent Derr and held that position from 1906 to 1910, when he was appointed Day Station Master by Superintendent R. S. Parsons, which position he still holds.

Mr. Swan's services in the various capacities referred to, have carried him through twenty-nine years night work and three years day work.

One of Fred's poetic friends at the Terminal has furnished the following jingle, showing the hustling nature of his position:

There's a man in Jersey City, who's as busy as a bee,
You can always find him working, for no idle time has he;
But, withal, he's bright and cheerful, and his head is always clear,
And since many never see him, we'll just show his picture here.
You will find him on the concourse, you can see him in the shed,
He is easily located, when there's hard work just ahead;
And we're glad to tell about him, and to have you look upon,
Jersey City's stationmaster, he's a bird, of genus Swan.

You know he has no soft snap, for his force is quite extensive,
Red caps, matrons, porters, ushers, he has duties comprehensive;
But, his motto is "Don't worry," which is why he looks so youthful.
And this, as well as other things, I've said, is wholly truthful.



STATION MASTER FRED. SWAN

You will find him on the platform, you will find him on Dock Five,
He's around both late and early, and he's very much alive.
So we're glad to tell you of him, for he's good to look upon,
Jersey City's stationmaster, this good bird of genus Swan.

ORDER OF THE RED SPOT. DECEMBER MEMBERSHIP.

New York Division and Allied Lines.

No.	Engineer.	Fireman.
11	J. H. Linley	F. Daley
12	J. M. Haggerty	M. R. Moran
514	W. A. Johnson	J. C. Myers
517	D. J. Ackerman	E. J. Brower
522	W. French	C. M. Knapp
526	W. G. Cole	J. J. Coneys
590	J. O'Brien	F. L. Kane
618	J. Ahern (days) W. Clauson (nights)	
793	H. W. Smith	N. M. Cable
813	W. C. Cutler	J. J. Reilly
820	E. M. Carlough	J. L. Kane
826	G. Wallace	G. Eckerson
830	W. E. Captain	E. R. Merritt
831	T. Duffy	E. G. Jacobus
850	W. Van Dine	W. F. Johnson
900	S. F. Ballam	P. J. Kane
937	H. N. Palmer	W. E. Sarno
950	A. Garrabrandt	F. Demarest
955	D. O'Brien	W. McMahon
963	C. F. Handy	A. Knarich
964	G. H. Beatty	C. A. Johnson
965	H. L. Sarvent	J. E. Green
966	H. Schmoll	S. Seidler
968	S. Evans	J. J. McIver
970	H. Springstead	F. Vernon
2503	J. Downs	J. Ruegger
3037	W. Crane	R. A. London
3038	F. Fitzgibbons	J. Merkenschlager
3042	A. O. Roberts	F. M. Wood
3043	W. E. Bolcom	T. R. Davis
3044	A. H. Barley	L. J. DeVeboise
3045	F. Beatty	R. Warner
3046	W. Thomas	H. E. Pierce
3047	R. E. Moore	H. Paffenroth
3049	W. Coleman	F. Purroy
3050	D. Brahaney	L. W. Hinkley
3059	W. H. Balmos	W. Brown
3064	E. J. Murphy	M. Grathwohl

Susquehanna and Tioga Divisions.

No.	Engineer.	Fireman.
2565	J. A. Hammond	Frank Marunda
	S. Mursereau	F. Buck
2526	E. A. Brink	D. Roosa
	A. C. VanDermark	B. M. Granger
2564	J. Haire	L. Havens
	S. E. Mason	J. F. Cleveland
2538	M. A. Lynch	Chas. Slaight
	M. McCarthy	H. S. Bellis
528	G. C. Redfield	F. P. Ickes
	A. Jordan	J. D. McIntosh
518	J. C. Miller	D. F. Harrington
	T. Purceli	J. L. Finch
1620	J. J. McAndrews	R. J. Washburn
1625	G. W. Easterbrook	J. M. Decker
1065	J. O'Loughlin	J. E. Foley
1094	S. F. Miller	E. J. Brick
1300	D. E. McCarthy	F. J. McGuire
1045	T. J. Smith	W. J. Cuthbert
1304	M. Mersereau	P. J. Canney
1059	F. B. Green	W. T. Oughterson
1640	C. E. Lawhead	W. H. Odell

Tioga Division.

401	F. Hebe	D. O. Smith
402	W. S. Scott	A. Bunn
1242	W. Delaney	A. S. Knapp
1101	T. D. Jones	T. F. Rickledifffer
292	W. Cook	Air Test Engine, Bloss

New York Central Division.

1664	F. Bragg	H. E. Theall
1644	E. Hosier	A. R. Powell

A VAST DIFFERENCE.

Young Hopeful—Father, what is a traitor in politics?

Veteran Politician—A traitor is a man who leaves our party and goes over to the other one.

Young Hopeful—Well, then, what is a man who leaves his party and comes over to yours?

Veteran Politician—A convert, my son.—London Tit-Bits.



ON THE AFTERNOON OF DEPARTURE FOR BINGHAMTON, N. Y.

SUSQUEHANNA'S BAND STAND.

The Erie Railroad, along the lines of encouraging all things good among its men, is interested in those whose taste leans to music. In this connection the company has aided the famous Erie Susquehanna Band, every musician of which is an employe of the Erie, by erecting a stand on which during the summer weather, the boys can discourse music for the entertainment of the citizens of the town.

The band stand was constructed in the month of July, 1913, and is situated at the east end of West Main Street, back of the Old Terminal roundhouse. The company fixed up the stand, and equipped it with sockets for electric lamps to enable the band to give concerts evenings. There have been several of these concerts rendered by the boys, which have certainly been artistic successes and have never failed to draw a large audience.

The accompanying picture was from a photograph taken on the eve of the departure of the Band and the Fire Co., to Binghamton to participate in the Annual Tournament, which was held at Binghamton, July 23d, 1913.

THE GALLINACEOUS BIRD.

Just now, with prices soaring high,
The question is, shall we
Dare look a turkey in the eye,
Or think how nice 'twould be;
With feet spread 'neath the festive board,
Where Christmas joy is heard,
To eat with zest with one accord,
The gallinaceous bird.

Or, shall we turn our thoughts away,
To things but half as dear;
Because high prices, day by day,
Make "turk" a joke appear.
Or, may good luck, bring us unto,
Some cherished goal unheard,
Where hungry souls shall not eschew,
The gallinaeceous bird.

Oh, stuffing filled with chestnuts sweet,
Appeals to one and all;
And as for white and colored meat,
The multitudes shall "fall."
And oh, such joy, with Christmas near,
We hail the day—my word,
For that's the time when shall appear,
The gallinaceous bird.

So let tin horns our greetings blow,
With pulses beating quick;
We watch the gobblers strutting slow,
While ice is two feet thick.
The bird at thirty cents per pound,
Oft hath the bosom stirred;
Oh, how we love, with love profound,
The gallinaceous bird.

No matter then what fate may bring,
What tears the eye shall dim;
The custom is that we shall sing,
Some fav'rite Christmas hymn.
For, be it said, no fowl can beat,
A "turk," e'en duck preferred;
So doff your hat, if you would eat,
The gallinaceous bird.

A. W. M.

ASSOCIATION OF IDEAS.

Wife—Can you remember the first cigar you ever smoked, John?

Husband—Yes, love; also my first sea voyage and our wedding day.

MARGIE THE DIAMOND BROKER'S DAUGHTER.

A Tale of the Yuletide Season.

WHEN Banty Brennan, the truckman, pulled up before the big skyscraper, in which Charles Ammerman had a suite of offices, he was reminded that in one week it would be time to lookout for the annual gift that the wealthy diamond merchant was wont to hand him.

Not that it required Banty's truck to carry away the diamonds that were shipped from the Ammerman offices, but he was a trusted man and the precious packages, small, of course, were always safe in his care.

Banty was a fine type of Americanized Irishman, who dabbled in politics, as well as driving a speckled white horse and he was honest; so much so, in fact, that while serving his district in the Assembly he never voted in favor of a bill whose aim was to "put over" something rotten on the railroads; hence he carted lots of goods from the railroad piers.

Charles Ammerman was a large importer of diamonds in the Maiden Lane district and an extensive dealer, as well, in silver specialties of the kind that sell all over, when judiciously advertised. Ammerman believed in the force of intelligent advertising and publicity and would spend money anywhere to obtain results. But, he was a tartar when approached by the craft known as "advertising solicitors," when he thought they were merely tossing him the taffy for their own gain. To exclude them from the private sanctum where his official desk was located, he posted a sign at the outer door which read "No advertising men admitted."

The home of Charles Ammerman was a palace in the Riverside Drive section of New York City and the precious gem who shone within its walls was his daughter Margaret, a sweet-faced girl of timely accomplishments, who was her Father's pet and pride. There was not a diamond in the Maiden Lane suite of Charles Ammerman, that was as bright and precious in the eyes of Papa Ammerman as his little "Margie", as he was fond of calling her.

It was a coincidence, that among the most welcome visitors at the choice Riverside Drive home, was little Banty Brennan, the truckman. The family liked him for his good qualities and because he was always with the railroads while in the Assembly, for the Ammermans were large stockholders in several transportation lines.

Margie had had her coming out and was a favorite flower in the exclusive social garden. She, of course, was regarded as a good "catch" and suitors for her hand were as many as Senators who evolute bills for the compulsion of certain methods on part of railroads, that are guaranteed to work untold hardship on the management.

There was a preference, as there always is, when a bud of promise sallies forth to win a husband and Margie surely had her choice. It did not please Charles Ammerman a bit when he noticed that Margie was smitten with one of his own employes. He had a burning ambition for her to marry a professional man of quality, attainments and social standing.

While sitting in his office one day it suddenly occurred to Charles Ammerman that he did not know how Sedgwick, his cashier, became acquainted with his daughter and he quickly proceeded to find out.

Calling in Benton, his confidential man, he put the question to him plainly: "Benton, do you know how Sedgwick became acquainted with my daughter?"

Benton hesitated a moment and replied. "I am not sure, but I have noticed that Sedgwick and Banty Brennan are quite good friends."

"Banty Brennan, ha ha, Banty Brennan. Banty does come to my house once in awhile to call on one of the maids, but where does Sedgwick figure?"

"Oh, well, you know," said Benton, "Miss Margaret likes Banty. She laughs at his witty sayings."

"But, that's got nothing to do with Sedgwick," said Ammerman, abruptly, "where did he get acquainted with my daughter, I have never invited him to my house and, furthermore, I am sure my daughter would not deceive me."

"Neither would I," replied Benton, looking his employer squarely in the eyes;" the fact is Miss Margaret, while calling to see you was introduced to Sedgwick and I noticed there appeared to be a mutual attachment and Sedgwick, with characteristic diplomacy, has offered her every encouragement."

"Then," retorted Ammerman, "there has been a deception."

"That's what I would call it," replied Benton, "though I may not have any right to express an opinion."

"Then you do not really believe Banty Brennan had anything to do with it," queried Ammerman.

"I merely made that suggestion to evade the subject," answered Benton.

Ammerman turned about in his chair, grappled the arms with his clenched hands and after a moment's thought said to Benton. "If Sedgwick is about send him to me and I'll have it out with him."

Benton was glad to be released and hurrying from the private office was not long in finding Sedgwick, to whom he confided the remark that Mr. Ammerman would like to see him.

"The nervy Sedgwick appeared before his employer in the most nonchalent manner possible to imagine. He was all confidence, as though already master of the situation and his dress was faultless—from his point of view. A new purple-blue suit was creased just right and the cuffs at the bottom of the trousers legs were turned up sufficiently to display a pair of light blue socks with gray clocks. A purple tie surrounded a high Piccadilly collar and the hat carried in his hand was of the newest style—one of those bell-crown Derbies surrounded by a deep, glossy band; all reflected in a pair of buttoned gaiters whose lustre was a reminder of a beveled mirror.

"Sedgwick, I regret that you have deceived me," began Ammerman, as he looked his Beau Brummel cashier over from head to foot."

"Pardon me sir," replied Sedgwick, striking a dramatic attitude, "but I am unable to define the meaning of your words."

"Then I'll be plain with you," retorted Ammerman; "you have been holding clandestine meetings with my daughter and, to cut the unpleasant argument short, you have won her heart."

"Well, as long as you know the facts without asking me, I will add that 'faint heart never won fair lady,' nor do I know who furnished the information, but there is an affinity between us and the devotion is as sincere as the love of a mother for her babe," replied Sedgwick, sizing up his employer from the corner of his eyes, "and I would advise you that there has been no underhand work going on, either, just a plain everyday case of love at first sight."

Only one familiar with the motive of a tactful man of business, could picture the expression on the face of Charles Ammerman. He lay back in his chair, gazed at Sedgwick as though looking out upon a boundless ocean and for a moment he was speechless. Pulling himself together he finally found strength to say. "I presume there is no use in declaring opposition, not to say discharging you from my employ, but I do demand to know something of your past life. I mean what line of endeavor did you follow before entering the service of this house.?"

"The letters of reference furnished you when I became associated with this house, stated plainly that I had been in the life insurance line and, as a solicitor, had been eminently successful," replied Sedgwick.

"Come to think, I believe I do remember that, but the fact slipped my memory," replied Ammerman.

"Pressure of business sometimes makes successful men forget, for the time being," replied Sedgwick in a soft diplomatic tone.

"Well, I have this proposition to make you," said Ammerman, in a voice as cold as a successful candidate's salute the day after election, you may resume for one year your previous occupation as an insurance solicitor and if you make good in that desperate game I will consent to your marriage with my daughter. But, remember, you must make not less than $15,000, or I shall refuse. That is final."

"I'll take you at your word," replied Sedgwick, 'and if I don't make $20,000 I will withdraw all claim. When shall I begin?"

"Right now," said Ammerman, and Sedgwick, with all the confidence of a man of strong will and tact bowed his way out of the private office, leaving Ammerman fairly stunned with what he afterwards explained to Benton as being "unmitigated self-confidence."

Sedgwick disappeared as completly as though the ground had opened and swallowed him. Not a word was heard from him by anyone at the offices, nor did he even communicate with his prospective Father-in-Law, but, it goes without dispute he did write to Margie—quietly.

A year has elapsed and Sedgwick, true to his promise to make good, returns to the Ammerman suite. His

head is held high and his dress is faultless—the same old Sedgwick as of former days, even to the air of confidence and self-control. He is greeted warmly by his associates, tells them that he beat the game of insurance soliciting and declared it a "cinch."

Mr. Ammerman arrives at his office attired in a large warm overcoat, for it is cold around the Holidays. A card bearing the name "Washington Sedgwick, Insurance Solicitor," is handed him and in an instant, Sedgwick and Ammerman are intently engaged in a serious talk.

Sedgwick HAS made good. He has not asked Ammerman to accept his word, but produced contracts made with some of the best known men in the country, everyone signed and VALID. The commissions due Sedgwick amount to $23,000.

There is a silence in the private office until Ammerman breaks it. He grasps Sedgwick's hand, squeezes it hard and says. "Sedgwick, I didn't think you could do it, you are a wonder. A man that can make $23,000 a year as an insurance solicitor, is good enough to be a son-in-law of mine."

"Thank you very much, and again I thank you," was Sedgwick's reply and he emphasised it with his right hand, adding, "Its very easy, I assure you, if you have the necessary sand, tact and the proper dope."

When the boys about the big diamond importer's plant heard the good news of Mr. Ammerman's consent to Sedgwick's engagement to his daughter, they cheered their approval and Sedgwick replied in his usual democratic way. "Don't forget, boys, success never yet turned my head, lets all go over to Child's and just for old times sake we'll eat corned beef and corn starch pudding and wash it down with a mug of coffee. Come on Booker, Jack, Mac and the whole bunch of you, lets get busy," and they all went over to Child's day and night food emporium to celebrate Sedgwick's success in a real democratic way.

The echo of wedding bells was heard about the Ammerman mansion on Riverside Drive and the boys from the Maiden Lane diamond importer's were among those present on that crisp day before Christmas. As Sedgwick led his bride to the awaiting Limousine a cheer went up for the new silent partner in the firm of Ammerman, and as the big machine pulled away toward the uptown station of the Erie Railroad, Sedgwick stuck his head out of the window and called back,

"I told you I would make good."

A. W. M.

ERIE RAILROAD COMPANY'S CHICAGO FREIGHT AGENCY.

Jurisdiction as Follows: Northern Illinois, From Point Where C., I & S. R. R. Crosses Indiana—Illinois State Line West Along C., I. & S. to Kankakee, Thence Along Line of C., C., C. & St. L. to Seneca, Thence Along Line of C., R. I. & P. to Mississippi River—Including All Points on Said Lines of Railroad, Except Mississippi River Towns. Also Including Hammond, Cary, Indiana Harbor, Whiting and East Chicago, Indiana.

By C. D. Turner, Division Freight Agent, Chicago.

AS, NO doubt, many readers of the Erie Magazine know, Chicago, as a city, is regarded in every civilized country in the world, as the marvel of the century. The fact that a municipality not yet seventy-five years old should, within the lifetime of many of its citizens, through sheer force of an indomitable spirit, recover from the disastrous conflagration of 1871—which swept away $200,000,000 worth of property and became fourth in size of the civilized cities on the globe, (surpassing many of those that have been for centuries the commercial and financial centers of the world), makes Chicago the marvel of the age, and being yet in its infancy, its ultimate greatness cannot be prophesied.

The foreign population of every large city is gregarious, the different races forming communities by themselves. Chicago is no exception to this rule. We find the English, Scotch and Irish well distributed throughout the city, Germans in three wards, Poles in two, Swedes in two, Russians in five, Bohemians in four, Italians in three and Norwegians in three. A cosmopolitan city in its infancy; why not term it a child of the world?

The first Government census was taken in 1840, population 4,470. The present population is estimated as 2,284,378. Thus, the greatest railway

terminal and the largest live stock market in the world, has sprung from what was once described as "A village of 12 or 15 houses and about 60 or 75 inhabitants." Chicago has within its city limits 2,375 miles of railroad track. There are in and out of Chicago, daily, 1,600 passenger and 300 freight trains. There is not an important city in the United States that does not have through daily train service to and from Chicago, and 50 per cent. of the railroad mileage of the United States has terminal facilities here. There are within the Chicago District 13 Belt or Switching roads, with a total of 1,159 miles, whereby the trans-shipment of freight is handled cheaper and more expeditiously for both shippers and receivers, than af any other railroad center in the world. By reciprocal switching arrangements between the railroads flat Chicago rates are applied on all carload traffic to and from all industries having private sidings (with the exception of five industrial lines), providing, only, that such location is within the Chicago District, and freight charges amount to $15.00 or more per car, the connecting line switching being absorbed by the road haul carrier. The above arrangement is also in effect on all traffic, except coal and coke, to and from team tracks of the Belt or Industrial lines, with five exceptions, and to and from team tracks of a majority of the Western roads outside of what is known as the "Inner Zone" of the Chicago switching District.

The five exceptions are:

Chicago & Illinois Western, charges vary, nothing absorbed.

Chicago & West Ridge, charges vary, nothing absorbed.

Chicago Short Line, $3.00 per car up to 60,000 lbs. absorbed, excess over 60,000 lbs. 10c. per ton, plus flat Chicago rates.

Chicago-West Pullman & Southern, $3.50 per car up to 60,000 lbs. and 10c. per ton in excess of 60,000 lbs. Carriers enjoying road haul absorb $3.00 per car; balance of charges are plus flat Chicago rates.

Manufacturers Junction Railway, charges $3.50 per car. Lines enjoying road haul absorb $3.00 per car; balance of charges are plus flat Chicago rate.

Other markets have been established, which do an enormous business; for instance, Omaha, Kansas City, etc., but Chicago, as a live stock market, is more important, and the statement of receipts and valuations for the last calendar year available, shows 16,397,492 head of cattle, calves, hogs, sheep and horses, with a total valuation of $339,484,690. The transportation of this stock required 252,712 cars, and the total live stock shipment from Chicago for the year, was 4,144,572 head, or 82,622 cars. Since the Union Stock Yards were established in Chicago, forty-six years ago, the total receipts of stock of all kinds have been 479,381,801 head, valued at $8,921,813,953. How many cities are there in the world, the total business of which has been in excess of that, of this single branch of Chicago's trade and commerce?



C. D. TURNER.

Chicago is the largest lumber market in the United States, not only because of the large quantities of forest products received, but because of the variety of woods which make up the stocks of the local yards and, although it is not the intention to burden you with the total receipts of lumber for any given period, the facts given explain why Chicago is also the largest furniture market, while for pianos, organs, carriages and other industries demanding both fine and rough or common lumber, it has no equal. A table compiled from a recent Government report on the wood making industries of this city, shows that 84

different varieties of foreign and domestic woods are being used in our diversified manufacturing establishments.

Following the discovery in 1844 of the immense deposits of iron ore in the Lake Superior region, efforts were made to establish iron furnaces near the ore beds, which failed utterly. Records at hand show the total product of iron ore in the United States, annually, is about 50,000,000 tons, of which the Lake Superior region yields approximately four-fifths, and when the iron and steel demands hampered the facilities of the Pittsburgh District, the southern extremity of Lake Michigan was selected to supply the western trade and for the possible future development of the industry. The erection of iron mills at or near Chicago has resulted in the consumption of over 12,000,000 tons of ore, annually, and when made into steel rails, structural and every other variety of mercantile iron, finds a ready and active market almost at the city's very doors.

When it is realized that all of these ore deposits lie within a radius of from 350 to 900 miles of Chicago and just south of us in Illinois and Indiana are 40,000 square miles of the best deposits of bituminous coal in the world, valued at about $1.10 per ton at the mines, and costs from $1.50 to $2.00 per ton delivered at Chicago (the price varying as to quality), it is obvious what the future of this industry will be. It might be well to mention that, nothwithstanding the proximity of the western coal fields to Chicago, there is considerable coke and anthracite coal used, brought in from eastern ovens and mines and in the transportation of which the Erie is a factor, the coke playing a very important part in the manufacture of iron and steel.

Chicago leads the cities of the world in the manufacturing of agricultural implements, the annual output amounting to $91,000,000. The employees and wage earners in this great industry number 22,000.

The census of 1910 shows the capital invested in manufacturing in Chicago, was $971,841,000, as against $637,743,000 in 1905—an increase of 52 per cent., and the value of the manufactured product in 1910, was $1,281,171,000, as against $955,036,000 in 1905—an increase of 34 per cent. The bank clearings for 1912 increased $2,454,940,763, over 1911.

The value of the output of the varied industries equaling or exceeding $500,000 per year, as per census of 1910, amounted to $1,281,171,000.

It may be of interest to know that these figures represent 9,656 industries, the working capital of which was $971,841,000. The raw material cost $793,470,000. The number of wage earners was 293,977 and the total wages paid was $174,112,000. Attention is invited to the fact, that the added value by manufacture, or the difference between the cost of the raw material and the value of the product, is $487,701,000.

Even though these enormous figures are beyond comprehension, George E. Plumbe, A.B., LL. D., Statistician, the Chicago Association of Commerce, states as follows:

"Large as these figures may appear, they by no means represent the total industries in which Chicago is interested. Manufacturing plants owned and operated by Chicago manufacturing concerns, the products of which are marketed in this city, are very widely scattered, not only through the county of Cook, but also through neighboring states, and these are credited by the census to the place, town or city in which such plants are located. There are Chicago-owned tanneries in Wisconsin, furniture manufactories and iron and steel mills in Indiana, Michigan and Iowa, ladies' wearing apparel in various cities of this state, laces, cotton-cloth and woolen goods in Illinois; agricultural implements outside the city limits, saw mills, wagon and carriage stock manufactories in numerous localities in other States, and various equally important factories and mills are to be found at frequent intervals within the radius of a night's ride from Chicago."

Oh, for the fluent pen of an able historian to continue on and show facts and figures the "I will" spirit of Chicago, but all articles must have an ending possibly a good ending, for this will consist in giving an analysis of existing conditions within the Chicago District in the solicitation of traffic, both carload and less.

To obtain at the start a comprehensive idea of the rail situation in the Chicago District, it should be remembered that Chicago is the terminus of 25 steam railway systems, the mileage of which, together with 13 Belt and Industrial lines, forms a total of 2,375 miles of railroad. By a check of tariffs it is developed there is within what is known as the "Chi-

cago District," 2,303 industries having private side tracks. A percentage of these industries having more than one connection, increases the total number of sidings to 2,601. Of this number 1,179, or 45%, are located on western roads; 885, or 34%, on the Belt lines; 454, or 18%, on eastern lines and 83, or 3%, on Industrial lines. The total number of industries located on Western, Belt and Industrial lines represent 82% of the number within the Chicago District, to and from which we may reasonably expect a share of the traffic on a strictly competitive basis. The balance, 18%, represent industries located on eastern roads, and shippers so located naturally lean to the line having a siding into their industry.

Where we have working arrangements with eastern carriers, the B. & O., Penna. Lines and Lines via the Niagara Frontier, their team track facilities are, of course, accessible to us, provided the traffic moves via intermediate junctions and the delivering carrier receives a road haul.

On less carload business we have, other than our own facilities, the following sub-stations for both inbound and outbound traffic.

Inbound and outbound. Illinois Tunnel Co. 4; Illinois Northern 1; Merchants Lighterage Co. 4.

Outbound. Chicago Junction 2; C., B. & Q. 2; B. & O. C. T. 1; Manufacturers Junction 1.

To those not familiar with the workings of these sub-stations and their relation to shippers and carriers, it might be appropriate to say that, first of all, they neutralize advantages of location, the result of which is readily apparent, in that it helps the roads with freight stations most distant from the various districts in which these sub-stations are located. To illustrate, a shipper or receiver on the west side of the city is friendly to the Erie, but the haul to and from our 14th Street depot versus the haul to and from depots of competing lines located on the west side, approximately, 1½ to 2 miles, the result being the extra cartage influences routing against us, either depriving the Erie of any haul or providing a short haul via intermediate gateways, whereas with sub-stations in operation, a shipper may have six to a dozen different consignments going North, South, East and West, make one delivery of the entire lot to a sub-station, the receiving company making distribution to the outbound carriers indicated in the routing instructions, at flat Chicago rates, the road haul carrier absorbing the cost of handling and transfer.

It may be of interest to know that the sub-stations of the Chicago Warehouse & Terminal Company (Illinois Tunnel Company), are located on the longest tunnel railway in the world, 63 miles in length, passing 40 feet below the street surface, with 10 passages under the Chicago River 60 feet below the surface. The Tunnel Company cannot carry passengers under its franchise, but transports freight, including coal. The cars, operated by electricity, have a capacity of three tons each and are hauled to elevators beneath the industry served, where they are loaded or unloaded, as the case may be.

With all the varied methods of handling freight within the Chicago District, it devolved upon the "New Erie" to inaugurate an extension of deliveries through the use of the Chicago River, and it was the first and only trunk line with the daring and courage to follow its own convictions, although utilizing the Chicago River for the lighterage of freight has been discussed for years by various Chicago commercial organizations. On August 18th the Erie threw open to the shipping and receiving public two stations on the Chicago River, one at Market and Washington Streets, known as **"Market Square Station,"** for the handling of package freight in carload and less than carload lots, inbound, via all rail and carload and less carload lots via rail-and-lake; the other at Erie and Kingsbury Streets, known as **"Erie Street Station,"** for the handling of package freight in carload and less than carload lots, inbound and outbound, all rail and rail-and-lake, and a third station will soon be opened at Webster Avenue to be known as **"Webster Avenue Station."**

All freight can be handled at these stations, with the following exceptions:

Acid, bulk freight, lumber, etc., coal, coke, grain in bulk, household goods, carloads or less than carloads; petroleum and petroleum products.

"Market Square Station" is our Erie Railroad Lake Line station, and as there is no room for team tracks, the freight is handled through the house to and from car floats. The house and dock at **"Erie Street Sta-**

tion" are temporary structures only, to be replaced at an early date by a permanent freight house 30'x180', together with house tracks and team tracks holding thirty-six cars. Work will be started at once on a permanent house at **"Webster Avenue Station,"** 30'x185', including a dock, house tracks and team tracks of 59 cars capacity. **"Erie Street and Webster Avenue Stations"** will be equipped with every modern appliance for handling structural steel and heavy traffic, in general. All traffic is handled by Car Float between these stations and float bridge at West Twenty-Seventh and South Robey Streets, on the rails of the Chicago River and Indiana Railway. For the service there has been provided two car floats, accommodating eight cars each, towed by our new tug, the "Frederick U. Robbins," built for the purpose and acknowledged by river men to be the finest tug on the river. This service is similar to that performed by the railroads in the North and East rivers in New York Harbor.

Assuming that all are not familiar with the location of streets in Chicago, will say that these stations open to us a vast territory never before reached through the facilities of an eastern railroad, and the enormous saving in cartage made possible by these stations, will influence traffic via Erie within an area of twenty square miles covered with industries and retail business houses.

"Market Square Station" is within a block of South Water Street, making it a desirable delivery for lemons, fruit and produce. This is the only railroad freight station within the loop district, and is by far the most convenient for all the large department stores and other business houses within the great retail district. The principal commodities now handled at this station are drygoods, fruit, lemons, printing paper, produce, sugar and cheese.

The principal commodities handled at **"Erie Street,"** other than merchandise, are furniture, hides, leather, machinery, soap, steel, tanning materials, tin plate and wool.

The opening of these stations is an epoch in the history of the Erie Railroad, and now let us all put our shoulders to the wheel and show our management that its confidence in our business-getting abilities has not been misplaced, using as our slogan Chicago's "I WILL."

COMPLIMENT FROM CHICAGO.

City officials are elated over the introduction of anthracite coal on the river for tug-boat service. The Frederick U. Robbins, was put in service a few weeks ago.

It was built by the Erie railroad for the special service of handling its lake line boats and big car floats in the river. The Robbins, the largest and most powerful tug in the Chicago harbor, has many new features, one innovation being that it makes no smoke. The coming of the Robbins with hard coal in its bunkers has encouraged officials of the city smoke department to believe that it may yet be possible to convince the tug-boat owners that hard coal can be used for their work with economy to themselves and great comfort to the public along the river.

—Chicago "Tribune," Nov. 21, 1913.

ERIE FREIGHT AGENTS MEET.

"The ninth regular meeting of the Erie Railroad Freight Agents' Association was held at the Hotel Statler, Buffalo, N. Y. on Nov. 21st and 22nd, 1913.

Business sessions were held Friday and Saturday; Saturday afternoon, the Agents inspected the plant of the Larkin Co., where a luncheon was served, by courtesy of the firm. A trip to Niagara Falls on special train and ride through the Niagara Gorge on special car, furnished by the International Railway, was another feature thoroughly enjoyed by the Agents.

Mr. J. J. Mahony of East Buffalo, was elected President; Mr. Frank Laughlin of Cleveland, Vice-President, and Mr. J. T. Buckley, of Pier 7, Secretary-Treasurer, for the ensuing year.

Mr. Conwell, the retiring President, was presented with a diamond scarf pin, travelling bag, solid mahogany gavel, and several boxes Cigars.

The next regular meeting of the Association will be held at Dayton, Ohio, February 20th and 21st, 1914.

It's all right to say just what you think, but there are times when it is prudent to say it to yourself.

The only thing easier to do than to break good resolutions is to spend money you resolved to save.

THE ERIE ROLL OF HONOR

EMPLOYES, WHOSE NAMES APPEAR BELOW, HAVE BEEN AWARDED CREDIT MARKS FOR MERITORIOUS SERVICES.

W. Walsh, Switchtender,
New York Division.

G. McKinnon, Engineer,
New York Division.

R. A. Craft, Engineer,
Delaware Division.

E. Reagan, Engineer,
Delaware Division.

N. Habbee, Agent,
Susquehanna Division.

P. J. Carey, Engineer,
Susquehanna Division.

C. E. Lawheed, Engineer,
Susquehanna Division.

J. W. Tierney, Engineer,
Susquehanna Division.

M. F. McMahon, Engineer,
Susquehanna Division.

F. A. Thompson, Gen. Yardmaster,
Susquehanna Division.

G. Voorman, Engineer,
N. Y. S. & W. Division.

W. Wilson, Conductor,
N. Y. S. & W. Division.

Otto Schifftner, Brakeman,
N. Y., S. & W. Division.

G. S. Tillman, Supv. Loco. Opn.,
N. Y. S. & W. Division.

W. T. Wilkinson, Operator,
N. Y. S. & W. Division.

R. O. Robinson, Brakeman,
N. Y. S. & W. Division.

H. L. Stone, Operator,
Cincinnati Division.

W. A. Hardy, Brakeman,
Cincinnati Division.

While moving train over switches at "K. W.", Croxton Yard, on the New York Division, William Walsh, Switchtender, discovered hanging brakebeam on D. & H. car 28290. His action was prompt in having train stopped before any damage or delay ensued, thereby carrying out the principles of SAFETY ALWAYS.

On a recent date, while Engineer G. McKinnon, New York Division, with engine 835, was running train 515, engine developed a broken front section of frame at the entrance of open cut, Jersey City. Notwithstanding this defect, McKinnon brought his train to Essex Fells on time.

For running his engine since September 28th, 1911, without an engine failure, a total of 28,142 miles, Engineer R. A. Craft, Delaware Division, has received the recognition accorded those whose names appear on this page.

Recognition has been accorded Engineer Elwood Reagan, Delaware Division, for having successfully operated his engine in freight service until a total mileage of 24,412 miles was reached in this class of service, without an engine failure.

On a recent date N. M. Habbee, Extra Agent on the Susquehanna Division, discovered a brakebeam dragging on a car in New York Central train, extra 2200, East, while passing Covington, and took prompt measures to have train stopped at Mansfield.

Engineers P. J. Carey, C. E. Lawheed, J. W. Tierney and M. F. McMahon, Susquehanna Division, have received recognition for meritorious engine performances, as follows: Carey, 27,300 miles in fast freight service, November 17th, 1912, to October 28th, 1913, without an engine failure; Lawheed, 29,197 miles in ordinary freight service, April 29th, 1912 to July 31st, 1913, without an engine failure; Tierney, 22,862 miles in work train service, May 4th, 1912, to November 20th, 1913, without an engine failure; McMahon, 33,397 miles, in ordinary freight service, June 30th, 1912, to October 31st, 1913, without an engine failure.

While running train 932 with engine 29, recently, engine broke main fulcrum bolt holding reverse lever to brackett. That defect made it necessary for Engineer Garrett Voorman to hold reverse lever in the quadrant from Little Ferry to Jersey City (N. Y. S. & W. Division), and, despite this handicap, Voorman brought his train to Jersey City, only two minutes late.

While acting as Conductor of extra 110, West, at Beaver Lake, N. J., on the N. Y. S. & W. Division, Walter Wilson discovered a brakebeam down on car Erie 49329 in his train. He had train stopped and brakebeam removed.

On a recent date as Northern Central train 12 was standing at Elmira station, Susquehanna Division, F. A. Thompson, General Yardmaster, discovered brakebeam down on engine tank and reported the fact to engineer, also assisting him in adjusting it.

H. L. Stone, Operator at Barberton, Ohio, on the Cincinnati Division, recently discovered a brakebeam dragging under car in extra 3031, East, and took proper action to have train stopped at Kenmore, where defective beam was removed, thereby preventing a possible accident.

W. A. Hardy, Brakeman at Marion on the Cincinnati Division, was watching passing trains while his train was standing at "C. X." tower, the result being that he discovered a broken arch bar on S. L. S. E. car 61260, loaded with hogs. This good service may have prevented a possible accident and loss of stock.

Otto Schifftner, Brakeman on the New York, Susquehanna & Western Division, discovered a cracked wheel on car L. S. & M. S. 25418 at Paterson, N. J., and promptly reported the condition to Superintendent's office.

G. S. Tillman, Supervisor of Locomotive Operation, of the New York, Susquehanna & Western Division, discovered a brakebeam down on car Erie 50977, west of Columbia, N. J., in train extra 94. He had train stopped and car set out for repairs.

W. T. Wilkinson, Operator at Little Ferry on the New York, Susquehanna & Western Division, recently detected a brake rigging down on car M. C. 46768 and reported same to conductor, who took necessary means to have repairs made.

On a recent date, while working on the Moosic Mine Run on the New York, Susquehanna & Western Division, Brakeman R. O. Robinson discovered Erie car 49989 with broken tread of wheel and promptly reported same, when car was set out for repairs.

RELIEF ASS'N WILL MEET.

Regular annual meeting of the Erie Railroad Terminal Immediate Relief Association will be held at Long Dock station, Saturday, December 13, 1913, 6 P. M. to elect offices for the ensuing year.

The present officers are:—

J. T. Buckley, President; J. B. Curran, Vice-President; W. F. Mahon, Secretary; R. B. Lovell, Treasurer.

Board of Directors consist of:—John Patrick, J. M. Hurty, William Penny, C. Knapp, Paul Clossey, Thomas Dowd, Thomas Hart, Frank Remson, F. H. Jaynes, Peter Bergèr, A. E. Weiant, E. Hurlburt.

The present membership of the Association is 450: Two members died in the past year, making total membership for the year, 452.

ERIE SIGNALMEN'S DANCE.

The Erie Signalmen's first annual ball, which was held at Helvetia Hall, Paterson, N. J., Friday evening, Nov. 14, 1913, proved to be a big success, being well patronized by men connected with all branches of the R. R.. Many imaginary railroads were built and many signals were installed, but none put in service. The committee of arrangements state that there were 1,300 tickets sold. The hall was filled to its capacity and those who did not take part in the dancing were well entertained in the Cabaret, where talented artists were in action the entire evening, furnishing the latest song hits.

The Erie Signalmen extend their thanks to all railroad men for their help in making this affair a success.

As water when frozen becomes ice, so the visible form of the Almighty is the materialized manifestation of the All-pervading, formless Brahman (Absolute). It is, as it were, the **sachchidananda** solidified. As ice is essentially water, floats on water, and afterward melts in it, so the Personal God is part and parcel of the Impersonal, remains there, and ultimately merges into it and disappears.

GENERAL GEO. J. SCHOEFFEL.

Among the better known men who have wide experience in other lines besides those which have been beneficial to them in railroad service, is General Geo. J. Schoeffel.

Mr. Schoeffel was born in Rochester where he received his education, and on leaving school entered railroad service with the New York Central Railroad.

He removed to Milwaukee, Wis., in the same year, and there took an active part in athletics and military matters, being admitted as a member of Milwaukee Light Guard, Charter Member Light Squardron, at Milwaukee; private Color Sergeant, Lieutenant, and commanded the troop from 1881 to 1887.

His superior qualifications as a commander was substantiated by the three championships won by him for the best drilled Cavalry Troops in the United States.

In business at that time Mr. Schoeffel was Vice-President and General Manager of the Milwaukee Lithographing & Engraving Co., and in 1887 removed from Wilwaukee to St. Paul where he purchased a half interest in the St. Paul Dispatch, and while there was appointed Inspector General of the National Guard of the State of Minnesota by the then Governor Merriam.

Like most young men, who after successful achievements in western parts, Mr. Schoeffel's natural love for the east induced him to return to New York, and purchasing a half interest in "Outing" continued with that magazine for two years as owner and business manager.

From 1891 to 1900 he was in the Marine electrical business and subsequently was appointed Special Agent of the Insurance Department of the Erie Railroad, soon after having added to his supervision other departments, including that of the Police and Fire. He was also president of the New York Terminal Railway Police Association. The police department of the Erie Railroad at that time consisted of 195 watchmen, patrolmen and officers wearing uniforms, and covered the entire system.

On account of poor health, in 1910, Mr. Schoeffel resigned to go to California and on his return from there four or five months later was appointed Fire Warden of the Erie Railroad and later was transferred to President Underwood's office where he is now, and occupies an important position, reporting direct to the President.

It would not seem inappropriate at this time to call attention to Mr. Schoeffel's sterling qualities, as right now the conditions everywhere demand the service of men of his calibre. Take it right here in New York City, under the new administration with Hon. John P. Mitchel as Mayor, no more creditable selection could be made than to give to Mr. Schoeffel the appointment of Police or Fire Commissioner, and since these two departments are notably important it is certain that the newly elected Mayor could warrantably hope to accomplish the best results through the aid of such efficient services as the record of Mr. Schoeffel indicate could reliably be depended upon, particularly as head of New York's Police Department.

Of a clear conscience, honest and upright, kindly disposition yet strict disciplinarian and always ready to lend a helping hand to the needy, Mr. Schoeffel is in an entirely exclusive class, and especially to those who know him best, he is recognized as a man possessing every known good quality accredited to man, and from a viewpoint on qualification in whatever he undertakes to do, he is superior to all.—Railroad Reporter.

MR. R. H. WALLACE, ELECTED.

On Tuesday, November 25th, the annual meeting of The Traffic Club of New York, took place. Mr. R. H. Wallace, General Passenger Agent of the Erie Railroad was elected President, succeeding Mr. A. F. Mack. The election was followed by a dinner, at which occurred without stint a very interesting "feast of reason and flow of soul."

It may be stated that, of the 25 Traffic Clubs in this country, the New York is the larger, its membership reaching above 1,200 and steadily growing.

Among the speakers were Burns Durbin Caldwell, president of Wells, Fargo & Co.; R. H. Wallace, general passenger agent of the Erie Railroad; W. J. L. Banham, traffic manager of the Otis Elevator Company; George A. Cullen, Passenger Traffic Manager, of the Delaware, Lackawanna & Western Railroad; Charles A. Swope, of the Louisville & Nashville Railroad; Edward Ritter, president of the Merchants & Manufacturers' Exchange of

New York, and John Pennington, of the New York Central Railroad.

Mr. Wallace, the new president of the club, made an address in which he gave statistics of New York's transportation. He said that the exports and imports of merchandise coming in and out of this city was in excess of that of Antwerp, London and Hamburg. He stated that the railroads of this country last year carried 267 billion tons of freight one mile, while all the roads of Europe carried only 117 billion tons. Mr. Wallace said this freight was moved at the rate of 7 4-10 mills per ton per mile for the American roads and one cent and four mills per ton for the European roads.

Mr. C. L. Hunter, Vice Chairman of the Trunk Line Association, was among the speakers and in the course of his remarks he paid a well-merited tribute to Mr. Wallace and then presented him with a gavel and a framed piece of wood indicative of the esteem and affection in which he is held by his associates.

The wood in the head of the gavel was taken from Erie caboose No. 4259, which in the year 1898, was loaned by the Company to Commander Peary and accompanied him for housing purposes on the steamer "Windward" on his expedition to the North Pole, and, therefore, the Erie Railroad has the distinction of having its equipment nearer the North Pole than any other railroad in the world.

The piece of wood in the frame was a part of a beam in the station at Atlantic and bears the name "R. H. Wallace," which was no doubt painted by him when he had a little leisure time.

Sunday School Teacher—And what does the petition, "Forgive us our trespasses," mean?

Small Pupil—It means we're sorry we walked on the railroad track.

ERIE RAILROAD LAKE LINE DIVISION, PORT OF MILWAUKEE.

By H. C. Snyder, Assistant General Freight Agent, Chicago, Ill.

William J. Fitzgerald, Assistant General Agent.

DURING the closed season of navigation it will be our endeavor to get better acquainted with the men who are in charge of our Lake Stations, as well as directing the steamers' operations while they are in the several ports, all of which requires men experienced in station, as well as marine operations.

Based on the fact that large buildings have deep-laid foundations, we also find many men, having to do with the affairs of the day, that are blessed with an inheritance of strong charactered ancestry and whose pioneer spirit shows in the generations that follow.

Captain William Fitzgerald, the father of our present representative at Milwaukee, was born in Ireland and came to this country in January, 1829, when he was six years of age. After a brief residence in New York, the family moved to a farm in Michigan on the St. Clair River, where his people experienced the stern hardships of a pioneer life. The vessels passing up and down the St. Clair River had a great fascination for the young men raised on the banks of the River and one after the other of this family of six boys took up marine life on the Great Lakes and became Captains, and throughout their entire lives were interested in marine interests, either as ship builders, ship owners or ship managers.

William, at the age of twenty-one, was Captain of his own vessel and when twenty-eight he commanded the "Hans Crocker", the largest vessel then on the Great Lakes. During the Winter season it was his pleasure to get together a number of men of his own age and vocation, engage a teacher and turn the cabin of his vessel into a class room, for the purpose of receiving the benefits of an education. That fondness for study of the best things was evidenced all through his life.

He came to Milwaukee in December, 1852, and followed the life of a Captain and vessel owner until 1871, when he became United States Inspector of Hulls at the Port of Milwaukee. This work he continued up to the year 1904, when he retired from active business at the age of seventy-five, being at that time the oldest employe in that Department of the Government service, both in age and

tenure of office. Captain Fitzgerald died in February, 1910, leaving behind him a record of which he and his posterity could justly feel proud.

Assistant General Agent Fitzgerald is one of the sons of Captain Fitzgerald. His first position was that of office boy for the Western Transit Company and, while he had a brief experience in commercial life, the balance of the time up to his appointment to his present position, July 1, 1911, was spent in the service of the Chicago & Northwestern Railway and the Erie & Western Transportation Company (Anchor Line). Those who are well acquainted with Mr. Fitzgerald, or have dealings with him, appreciate that he is putting forth his best efforts to build up our business to and via that Port and his has been no little part in helping to maintain the every second day sailing, which the Line has averaged this season and which gives us a record second to none and much better than the average.



WILLIAM J. FITZGERALD.

Erie Railroad Lake Line westbound traffic for the season 1913 to and via Milwaukee, amounted to, approximately, twenty thousand tons; eastbound, from and via Milwaukee and Manitowoc, approximately, one hundred thousand tons, which latter port also comes under this jurisdiction. This tonnage compares favorably with that moving via Chicago.

While Mr. Fitzgerald's time is largely occupied in the handling of freight, he finds time to give valuable assistance to General Agent Pheatt and his staff in the securing of business and making the superior service of our line known to shippers in the East, as well as in the West.

Our dock houses are connected with the Chicago, Milwaukee & St. Paul Railway and our steamers also receive and discharge freight at the docks of the Chicago & Northwestern Railway, Soo Line and Goodrich Transit Company. The location of our dock freight house gives us a very favorable standing in the handling of local Milwaukee business and by cooperation and persistent effort we can with next season show a much larger business than handled in the past.

"COURTESY," A BRIEF DRAMA.

Scene—Crowded passenger train.

Characters—Ticket collector; passenger, who is standing.

:: :: ::

Collector: Ticket, please!

Passenger: No seat, no ticket.

Coll. (courteously): All right, but I would like to have your name and address, please.

Takes name and passes on.

Later:—

Coll. (courteously): I find there are seats in the rear coach.

Passenger is seated, gives up his ticket and there has been no dispute.

The above can be vouched for as having happened on an Erie train, recently, and shows that the Collector was the right man in the right place.—Editor.

COLLAR ORNAMENTS GONE.

An order has been issued to remove collar ornaments from uniforms worn by employes in all branches of the service.

No special reason is given in the order for the change; it is simply believed the ornaments are unnecessary.

"Mother," said the bride, "have you an electrical cook book?"

"An electrical cookbook?"

"Yes: I want to know how many volts to give a steak."—Washington Herald.

THE STOVE COMMITTEE

APPOINTMENTS.

New York Division.

Dr. Chas. B. Russell, of 119 Hamilton Ave., Paterson, N. J., Company physician, vice Dr. Denner, deceased.

Police Department.

H. F. Hickman, acting Sergeant of Police, in charge of territory east of Suffern, N. Y., and all side lines, vice J. V. Ryerson.

Mechanical Dept.
Kent, Ohio.

R. E. Tuttle, Inspector M. C. B. Bills.

H. D. Wilt, Piece-work Checker, vice R. E. Tuttle, promoted.

Cleveland, O.

R. E. Dragoo, transferred from Assistant to General Foreman, to Fitting Shop Foreman.

Traffic Department.

W. B. Durrett, Traveling Agent of the Erie Despatch at Little Rock, Ark., with office at 1 and 2 Skillern Building, reporting to General Agent, Memphis, Tenn., territory State of Arkansas.

H. H. Weston, Agent of the Erie Railroad Company and Erie Despatch at Minneapolis, Minn., with office at 510 Nicollet Ave.

IMPROVEMENT SOCIETY.

At the meeting of the Railroad Men's Improvement Society, held Thursday Evening, November 20th, the members listened with great interest to an address by Mr. M. B. Pierce, Assistant Commerce Counsel of the Erie Railroad, on "General Changes in the Laws Affecting Railroads." Mr. Pierce brought out many important points which the members of the Society fully appreciated and at the close of the address extended to him a vote of thanks.

Mr. J. G. Austin, Chief Clerk to Auditor of Disbursements, was elected Treasurer, to fill the unexpired term caused by the death of former Treasurer, Mr. Chas. McCloud, who died Wednesday, November 12th. Mr. Austin's place as Chairman of the Publishing Committee has been filled by the appointment of Mr. W. B. Kennedy, Chief Clerk to Mr. D. L. Gray, Assistant Freight Traffic Manager.

The sound financial condition of the Society is shown by the Auditing Committee's report, which was made November 8, 1913, showing a cash balance on hand of $204.10 and the membership of the Society to have reached 249 members.

Among the Honorary Members of the Society present at the meeting were, Mr. J. G. June, Supt. of Terminals; Mr. A. P. Disbrow, Auditor of Disbursements; Mr. W. S. Throop of the Legal Department and Mr. H. M. Wade, General Baggage Agent and Agent Mail Traffic, who were called upon for a few remarks and responded in timely fashion wishing the Society continued success. Mr. J. J. Mantell, Terminal Trainmaster and Mr. R. R. Piper, Chief Clerk to Third Vice-President of the D. & H. Company, also made a few remarks.

The meeting held Thursday Evening, December 4, 1913, at the Trunk Line Rooms, 143 Liberty Street, was addressed by Mr. Angus Sinclair, President and Editor, "Railway & Locomotive Engineering"; subject "Railroads I Have Known". It was well received and enjoyed by all who were fortunate enough to be present.

The second meeting in December will be held on Thursday Evening, the 18th. This meeting will be addressed by Dr. Lee Galloway, of the New York University on "Business Training". It is felt that this address will be of great interest to the members of the Society and a full attendance is earnestly requested on that evening. While it is realized it is close on the eve of the Holidays, nevertheless, we believe each one who devotes one and one-half hours of his time at this meeting, will be repaid for the time involved.



SOME OF THE DELEGATION WHO WERE PRESENT AT THE TESTS.

Lower row—left to right: J. E. Cook, B. F. Sarver, C. P. Brooks, R. B. Watson, W. J. Noonan, F. L. Lathrope, C. F. McKinney and F. G. D. DeSaussure.

Second row—left to right: Herbert Lewis, H. B. Thurston, C. P. Patrick, H. F. Griffin, W. S. Jackson, J. E. Connelly and J. Gongaware.

Third row, left to right: W. Williams, W. Woods, C. J. Burnside, J. H. Farguharson, Hugh Smith, J. F. Fitzsimmons, S. W. Trednnick, J. Becker, Alex Dirkie, W. S. Whirley and S. B. Hastraugh.

Fourth row—left to right: J. H. Sheel, Jas. Uric, F. S. Peters, Jeff Davies, H. F. Baker, D. Armitage, E. C. Ninlaug, A. H. Peelman, Ted Tulin and H. L. Elvin.

Fifth row—left to right: J. E. Nashett, A. R. Nashett, L. J. Craig, L. M. Schumaker, J. E. Owens, T. E. Berry, A. G. Campbell, H. H. Klipple and W. H. Reinich.

Sixth row—left to right: T. Shreckengost, C. J. Chapin, J. H. Beimer, W. J. Reuter and L. L. Byham.

TEST MADE AT TESTING LABORATORIES, ERIE RAILROAD COMPANY, MEADVILLE, PA., NOVEMBER 19 AND 20, 1913.

ON the above dates there was a large gathering at Meadville of men and apprentices, representing the Mechanical Department of the Erie Railroad, with a few others from outside roads, all anxious to witness the tests conducted by experts on boiler construction.

It was a great gathering and the knowledge gained by the tests and the interchange of opinions, proved to be of untold value to those fortunate in being present, as well as to the Company, itself.

The accompanying picture shows a group of representative men, although it does not include all who were present.

Purposes of Test.

To demonstrate correct and faulty construction of boiler and repairs to same. To ascertain by demonstration the holding power of the several parts that go to make up the construction of a locomotive boiler. To instruct and educate those concerned, as to just what is faulty, and to impress them with actual results, the importance of selecting the correct thicknesses of boiler plate, the correct tensile strength of same, correct size and proper material in rivets and braces, as well as the fitting up of braces when being applied. That it is necessary at all times to exercise care in the selection of material and proportion of the design, so that repairs made will be along the lines of the original design, and not weaken the construction of the entire boiler by faulty or careless workmanship.

Subjects of Tests.

Standard Button-Head Radial Stays.
Standard Screwed Stay Bolts.
Riveted Joints. Braces.

The following list of those witnessing the tests, was sent to Mr. C. P. Patrick, General Foreman Boilermaker.

Meadville, Pa., 11-24-13.

Mr. C. P. Patrick,
Gen. For. Boilermaker,
Cleveland, O.,

Dear Sir:

As per your request, I am handing you herewith, a list of the names of those witnessing the Test at Meadville:

F. S. Peters, A. R. Nashett, J. H. Beimer, J. Davies, Mach. Appr.; F. Schreckengost, Blacksmith Appr.; L. J. Craig, J. F. Owens, C. J. Chapin, C. R. Nashett, L. L. Byhem, Chas. Scanlon, W. J. Reuter, Mach. Appr.; I. V. Dinkeldein, Boilermaker Appr.; B. B. Watson, Engnr. Tests; F. G. DeSaussure, Insptr. Appr., Meadville; C. P. Patrick, Genl. For. Boilermaker, West End; W. S. Jackson, I. C. C. Insptr., Cleveland; B. F. Sarver, Gen. B. F., P. R. R., Fort Wayne, Ind.; Herbert Lewis, H. B. Thurston, I. C. C. Insptrs., Pittsburgh, C. F. McKinley, Spec. Appr., Cleveland; W. J. Noonan, Inspector; C. P. Brooks, Spec. Appr.; A. Klipple, Appr.; W. Williams, Foreman, Meadville; E. H. Tredennick, Foreman; D. Armitage, Insptr. For., Buffalo; F. L. Lathrop, Foreman, Galion; S. B. Hastrauph, Foreman, Brier Hill; A. H. Campbell, Boilermaker; F. E. Berry, Boiler Foreman, Cleveland; J. Gongaware, Inspector, Jamestown; Alex. Dirkie, Inspector, Hammond; Wm. Woods, Inspector, Dayton; W. C. Werle, Inspector; H. L. Elvin, Boilermaker Foreman, Huntington; W. H. Reinich, Boiler Insptr., Greenville; C. J. Burnside, Boiler Insptr., J. H. Shul, Boiler Forman, Marion; A. H. Peelman, Boiler Insptr., A. Becker, Asst. Boiler Foreman, S. C. Collins, Blacksmith Foreman, T. M. Kuhn, Boiler Foreman, Geo. W. Armstrong, Spec. Appr., P. J. Rees, Insptr. Appr. & P. W., Meadville; S. W. Tredennick, Foreman, Dunmore; E. C. Ninlaug, Foreman, Susquehanna; F. A. Griffin, Gen. For. Boilermaker, East End; H. Smith, B. M. Foreman, Jersey City; J. Uric, B. M. Foreman, Croxton; J. M. Schumacker, B. M. Foreman Port Jervis; J. H. Farguharson, B. M. Foreman, Jersey City; J. R. Connelley, B. M. Foreman, Stroudsburg; N. J. Baker, Insptr., Kent; P. Gebhardt, Foreman, Pheonix Iron Works; W. B. Landon, Chemist, Meadville; J. A. McCuaig, F. D. Smith, C. O. Robeson, Draftsman, Meadville; J. Dick, Manager, Pheonix Iron Works; M. N. Boyer, Chief Draftsman, Meadville; J. E. Cooke, For. Boilermaker, Bessemer, R. R.; T. J. Cole, Master Mechanic, Meadville.

(To Be Continued)

THE GEORGE D. DAVIDSON CO.

The George D. Davidson Co., Jewelers, 163 Newark Ave., Jersey City, who do the bulk of the watch inspection for the Erie and Susquehanna employes in Jersey City, is making unusual preparations for this year's holiday business. It is well known that this company is the largest outputter of standard railroad watches in the East.

An inspection of its immense stock of Ladies' watches, in gold, gold filled and the bracelet watch, ranging in price from $10.00 to $50.00, would point to the Davidson Co. as leader in this field also. This company is also showing a wonderful line of gold and platinum Lavallieres, ranging in price from $3.50 to $75.00. Gold and diamond bracelets, ranging from $10.00 to $50.00, and gold filled jewelry at popular prices.

The diamond stock is really a most fascinating display, as the constant crowds at the show windows would indicate. In this department, as in all others, the idea is "safety first," and only diamonds of fine color and perfect cutting, secured in fourteen-carat gold and platinum mountings, are sold.

Needless to say every sale in the George D. Davidson Co. store is guaranteed, just as the treatment and welcome accorded to all the Erie and Susquehanna employes, is guaranteed to be sincere and hearty, whether they call simply for comparison of their watch or to equip the whole family with holiday gifts.

Dobson had just bought a new typewriting machine.

"Now, what color ribbon do you want for this machine?" asked the salesman.

"Oh, black, by all means! said Dobson. "You see, my typewriter is a widow."

Music hath charms to soothe the savage breast, unless the savage breast happens to inhabit the next door apartment.

It seems as though all that is necessary to bring about a desired result is to pass a law prohibiting it.



WHEN the Old Man reached the scene of action, one day recently and hurried into his private office, it was noticed that he wore a very serious expression on his countenance. Furthermore, he tore through his pile of correspondence with vim that was unusual for him at so early an hour of the day.

After signing his John Hancock at the southeast corner of each letter he heaved a sigh of relief and then fell easily back into his chair and reflected for a moment. Again getting up close to his desk he fished from under his paper-weight a small memorandum, looked it over, and then leaned over and pressed the button.

In a moment a shadow flashed across the glass door and in a jiffy the lithe form of Gaffney appeared within, and he was all smiles when he approached the official desk and bade the Old Man good morning.

"I have in my hand a notation of grave importance" said the Old Man, as he waved it toward Gaffney. "This time it is a car problem and I would add, that it **is** one of very great importance or grave importance as previously stated. You will have difficulty in trying to solve it, but nothing is impossible in connection with the operation of this road, if determination is put into an effort, and you want to remember, always, 'Work is the price of success.'"

"When you refer to cars," said Gaffney, "I presume you mean the practice of allowing them to be hauled over the road but partly loaded. In other words, hauling, say fifty cars in a train, but partly loaded, whereas their contents could be carried in half that number."

"That's it exactly," answered the Old Man, "and I can see no sense in using engines to haul a half-loaded train, when they could just as well haul a train fully loaded. I simply have no patience with such methods and they must be corrected."

Gaffney reflected a minute and then came back strong. Said he, "I believe the trouble lies with our agents. It is they who receive consignments of freight and supervise the loading of it into our cars. I can see no good reason why they should send a car off partly loaded, thereby making up a train of but partly loaded cars, as you have suggested. If all our agents apply that rule, its no wonder we have a shortage of equipment. How can it be otherwise?"

"It cannot be otherwise," retorted the Old Man, sharply "and for the life of me I cannot see what these fellows are thinking about, when they wantonly abuse our freight cars in that way. It looks to me as though they thought the Company had boundless financial resources to draw on, rather than earn it by hard effort.

"And, right here," went on the Old Man as he brought both hands down hard on his desk, "I am going to present some figures that will be sure to surprise you and I want you to understand that they are correct, as coming from an undisputed source.

"Listen carefully to what I am going to read. To begin, the tonnage handled for the fiscal year 1913, was 40,987,793 tons.

"Average tons per car, 23.25.

"Average tons capacity per car, 39.2.

"Now, listen to this carefully and get me correctly. Had the average per car been increased but ¾ of a ton, there would have been 55,091 fewer cars utilized to handle the same tonnage, 20,770,000 cars miles would have been avoided and $519,250.00, expense of handling, saved. It would also have saved $24,801.75 in per diem charges and avoided handling that number of cars through terminals.

"I might annex more facts and fig-

ures to these," added the Old Man, "but what's the use? To do so would be like adding fuel to the fire and I am sure we have enough evidence in the figures presented, without becoming verbose."

"Well, I should say so," replied Gaffney, and the surprised expression on his face caused the Old Man to knit his brow and say in a tone of bitterness. "WORDS CANNOT EXPRESS MY FEELINGS."

There was a silence in the private sanctum for several seconds, and finally the Old Man said in a voice that could have been heard in the outside office, had not the door been closed, "Gaffney, what are we to do with all these irregularities, these perplexing problems that we are forced to meet. Can you suggest a remedy?"

"Yes, Boss," replied Gaffney, as though even such a monstrous outrage as the misuse of freight cars did not fease him, "the remedy is eternal vigilance. Hound the ones at fault and in such a manner that they will tremble at the very name of a half-loaded car going out on a train."

"Allright, allright!" answered the Old Man, as he slid back his chair, "its up to you, so get busy—NOW." And, as Gaffney departed from the private office he acted like a man who was glad to get into a hard fight and he manifested his feelings by replying. "Leave it to me."

A YOUNGSTOWN SUCCESS.

The picture herewith is that of Frank E. Wilson, Chief Clerk in the Erie's freight house at Youngstown, Ohio.

Mr. Wilson is a product of Youngstown and began life carrying papers for the "Vindicator," one of the city's hustling newspapers. He was born with ambition and the ability to back it up, hence his rise to his present position, with 50 men under him.

Mr. Wilson is 36 years of age and after graduating from the Oak Street School in 1894, entered the employ of the Republic Iron and Steel Co. He went West in 1897 and entered the Real Estate business at Salida, Colorado, but finding that line not profitable, quit and went into railroad life.

He became baggage agent for the Denver & Rio Grande. Afterwards he was yard clerk and assistant chief clerk, all the while at Salida. The serious illness of his father caused him to return to Youngstown, where he secured a position as billing clerk for the Pennsylvania R. R. and in 1900 signed up with the "Old Reliable." He was assistant car load clerk, rate clerk, accountant, cashier and finally reached his present position.

Fraternally, he is a member of Mahoning Circle, Protected Home Circle, for which he is Collector. He is also a member of the First Christian Church. He recalls that but 10 persons were employed at the freight house when he first entered the Erie service; now there are 200, all of which shows how Erie interests have grown in the big iron and steel city of Youngstown.



F. E. WILSON, Chief Clerk.

REASONABLE CONCLUSION.

Bachelor (to intimate friend)—What would you say if I should—er—tell you that—er—I am going to—er—marry a sweet little widow with six children?

Friend—I should say that you were taking on heirs.—Harvard Lampoon.

Swedish chemists have invented a way for separating from coal tar the finely divided carbon which it holds in suspension.

There isn't anything much more humorous than a serious man trying to be funny.



PUSHER ENGINE NUMBER 1424 IN SERVICE ON THE TIOGA DIVISION.

Reading from left to right, D. Allison, foreman; S. H. Hollands, machinist; S. F. Landon, blacksmith; H. Groover, engine preparer; E. J. Miller, air brake repairer; J. Norman, car repairer; D. W. Williams, machinist helper; L. Norman, engine preparer; A. Hart, air brake repairer. In front cab, S. Howard, engineer. In gangway, H. Brooks, fireman.

TIOGA DIVISION PUSHER.

The picture on this page shows engine 1424, Class H-13. She is one of the strong fellows and is in use on the Tioga Division as a pusher, her territory being the heavy grade between Blossburg and Jackson Summit, Pa., which is 100 feet to the mile and 29 miles long.

The crew that mans 1424 is of the first class, with a knowledge born of experience in the pusher service, which is second to none.

The photograph from which the picture was made was taken as the engine stood on the turn-table at Susquehanna, Pa., prepared to go to work. In addition to the engineer and fireman, it will be seen that engine 1424 has standing beside her the men in Master Mechanic Harrington's department, whose duty it is to see that engines are properly prepared for service.

OBITUARY.

Dr. Edward F. Denner.

Dr. Edward F. Denner, one of the best-known physicians and surgeons in Paterson, N. J., and Company's Surgeon, passed away at St. Joseph's Hospital, on Friday, Nov. 14th, after a brief illness.

Dr. Denner was born in 1872 and graduated from the college of St. Francis Xavier in 1891. In 1894 he graduated from the College of Physicians and Surgeons and shortly after, took up the practice of his profession in Paterson.

Dr. Denner was a cultured gentleman, a musician of considerable ability, and of a most pleasing disposition. He ranked high in his profession and was a linguist of note. He was a prominent member of the Knights of Columbus, a member of the New Jersey Association of Surgeons, as well as of the State and county medical societies.

He was also a member of the Board of Examiners in the public schools of his home city.

The funeral took place from his home in Paterson on Monday, Nov. 17th, and was largely attended.

Clark Grant.

After an attack of pneumonia, with which he was stricken, Mr. Clark Grant, Bridge Inspector in the Engineering Department of the Erie Railroad, died suddenly at his home, 115 Walnut Street, Athens, Pa., on Saturday morning, November 15th.

From a biography obtained it is learned that Mr. Grant was born at Liberty, N. Y., March 15, 1842. Early in life he devoted his time to mental culture and farming and was a person of studious inclination, absorbing all the information obtainable that led toward mechanics and the goal of the master workman.

His first work at the profession in which later he shone brilliantly, that of bridge erection, was conducted in his native town, where, in 1872, he was employed as bridge erector by a local firm and with it and the Ameri-

can Bridge Company, he remained for many years as foreman, gaining a great reputation for his efficiency in the erecting department. When the company dissolved Mr. Grant entered the employ of the Erie Railroad with which he remained until the day of his death.

Deceased acted as Assistant Superintendent in the construction of the Third Avenue Elevated Railroad, New York City, and was in direct charge of the first iron pier constructed at the Atlantic City, N. J. summer resort and had entire supervision of the erection of the 155th Street Viaduct, New York City, and at this time Mr. Grant had reached a position where he not only had supervision of that viaduct, but of several other jobs at the same time, one of which was the Erie bridge over the Passaic River at Passaic Park on the Main Line. Prominent among other large enterprises with which he was identified, was the erection of the Moodna Viaduct on the Erie & Jersey Railroad.

At the time of his death Mr. Grant's official title was Traveling Inspector. He had been identified with the department of Engineer of Bridges & Buildings since 1904. Besides performing the duties of Traveling Inspector, Mr. Grant had been employed on certain important bridge erections. Among the members of his craft Mr. Grant was regarded as a very able man—a member of the old school of bridgmen and absolutely trustworthy in all respects. His loss will be sincerely felt by his large circle of friends and associates.

Deceased was a member of the Presbyterian Church and always identified with the best christian element. He was a member of the Masonic fraternity—Rural Amity Lodge, which was in charge of the funeral. Interment was in Tioga Point Cemetery.

Mr. Grant leaves his widow, a son and a daughter to mourn his loss.

Charles McCloud.

It is with profound regret that we announce the death of Chas. McCloud, Chief Clerk to the Comptroller of the Erie R. R. Co.

Mr. McCloud died Wednesday, November 12, 1913 at his home in Ridgewood, N. J. and is survived by his widow and an infant son.

Deceased entered the service of the Erie R. R. Co. July 7, 1902 as a stenographer in the Acct'g Dept., was promoted to the position of Secretary to the Comptroller and later to that of Chief Clerk to the Comptroller.

He was President of the Erie Mutual Benefit Ass'n during the year 1910 and after the expiration of his term of office continued an active and aggressive member. It was characteristic of him to serve any organization with which he was affiliated, with whole souled devotion and as a result when he retired from the Presidency at the close of the year he left the organization stronger, more compact and more homogeneous than when he took hold of it.

He was Treasurer of the Railroad Men's Improvement Society and it was due mainly to the untiring effort on his part that the organization has reached the good financial condition that it enjoys. He wore its emblem with pride and was an indefatigable worker for the Society.

Mr. McCloud displayed keen interest in athletics of all kinds, but his favorite sport was baseball, to which he devoted great attention. He organized and was made manager of the All Erie B. B. Ass'n, which under his guidance, rose from a crude and mediocre organization to one recognized as one of the strongest and most popular teams playing along the Erie. This can be attributed to no other fact than that he at all times insisted on clean sport and instilled into the players the spirit which won the approval and good will of all who had the good name of the Erie at heart.

The funeral services were held at his late residence 57 Ethelburt Ave., Ridgewood, N. J., Friday evening, November 14, 1913 and were attended by many of his former associates from the Gen'l Offices and members of the R. R. Men's Improvement Society.

The floral tributes were numerous and beautiful. Special mention is made of the large standing wreath from his office associates, the casket bouquet from the All Erie B. B. Ass'n and the standing cross from the R. R. Men's Imp. Society.

Interment took place Saturday morning, November 15 at Cypress Hills Cemetery, Brooklyn, N. Y.

"De lazy man," said Uncle Eben, "tries to save trouble an' merely succeeds in savin' it up so's to git it in a bunch."

From Correspondents Along the Line

HEADQUARTERS ITEMS.

James Currie, stenographer in the Tariff Department, has been promoted to a similar position in the Engineering Department.

Herbert Houseward of the office force of Commercial Agent Potter, at Newark, N. J., has been promoted to position of Stenographer in Tariff Department.

John Darlington, Chief Clerk, Tariff Department, spent two weeks vacation among the pines at Lakewood, N. J., and declares it to be, for all social purposes, the ideal spot on earth. That is, his friend "Bill" says he so declares.

R. D. Tilt, Chief Clerk, Tariff Bureau is touring the South on a vacation trip.

Harry Pollock, clerk in the Tariff Bureau has been enjoying his two weeks' vacation in Michigan.

NEW YORK DIVISION ITEMS.

J. J. Delaney, Timekeeper in room 5, recently accepted a promotion and has gone to Huntington, Ind., as M. of W. clerk. The clerks will greatly miss Joe, who was very popular with them, as well as all the New York Division Engineers who had dealings with him.

Gene, the chief steno of room 5, wears a smile these days, as he has just had his machine rebuilt. Gene's hobby is to turn out neat work.

W. J. McConnell, of the M. & W. desk, still wears that smile "that won't come off." Why wait any longer, the high cost of living will not come down any and two can live as cheap as one. Ask Frank.

Fred Lansedel of Room 3, spent a few days in Buffalo, his native place.

Who said Lem Riker of Room 16 was about to take a trip to Denver? He lives at Rutherford; that town is healthy enough for any one.

We note that Frank West of the Marine Dept. is watching the forwarding of troops to Mexico, very closely. There is a reason; he belongs to the National Guard.

George, the pass clerk, with Fred, of the file room, are winning all the pinochle games in the noon-hour tournament.

Heaney, the accident clerk, recently donned a red sweater. It's reported that a certain person in Passaic is very fond of red.

L. G. Taylor, chief clerk at Rutherford, recently made a speedy trip to Florida, N. Y., to vote. He departed Rutherford at 3 o'clock and was back again at 5.30 P. M. and he traveled via the Erie.

MARINE DEPT. NOTE.

The stork visited C. K. West's home, Friday, October 31, last, and deposited a baby girl therein. Carroll, which by the way, is C. K.'s given name, says there is no race suicide in his family. We can well believe it; this one was the fifth.

DELAWARE DIVISION.

F. L. Rauner, has returned to his former vocation of Telegraph Operator, after considerable experience on the farm.

Superintendent of Transportation G. W. Kirtley, and force, were in Susquehanna, recently.

Mr. McGrath of General Manager Stone's office, recently spent a day at the Division Headquarters examining the M of M records and payrolls.

S. B. Taylor, Travelling Auditor, has completed his check of the Transportation Department payrolls and time books and has departed the Hillside City.

Frank Sweeney, of Port Jervis, one of the Delaware Division's most popular engineers, was stricken with paralysis during the afternoon of November 24th, while working on his engine preparatory to leaving the Old Terminal Round House at Susquehana for his regular trip over the Division with train No. 18. At the present writing Mr. Sweeney is undergoing treatment at the S. H. Barnes Memorial Hospital at Susquehanna.

Thanksgiving was observed at the local R. R. Y. M. C. A. by a piano recital by Prof. H. S. Warner in the afternoon and a concert by an orchestra directed by Prof. Frederick Pierce, a talented violinist of Susquehanna. A bushel basket of apples was passed around and a general good time enjoyed.

W. B. Canfield, stenographer to Superintendent Baldwin announces the arrival of a six and one-half pound daughter, born on Thanksgiving Day.

BRADFORD ITEMS.

Conductor F. E. Walton was arrested in the Erie yards at Buffalo one night during November, being mistaken for a roustabout or car thief. He was taken to the trainmaster's office, where he was identified as F. E.

Walton, a freight conductor from Bradford. Mr. Walton stated that hereafter when ordered for Buffalo, he would get shaved and wear a conductor's uniform.

On November 19th, occurred the marriage of Miss Theresa Faiss and Mr. Richard Giles Brand, both of this city. The bride was attended by Miss Ida Frutiger and James Burns served as best man. At the conclusion of the ceremony the bridal party partook of a wedding repast at the home of the bride. Mr. and Mrs. Brand have the best wishes of their host of friends in their newly wedded life. Mr. Brand is employed as brakeman on the Erie railroad.

Mr. and Mrs. Thomas Hynes of New York were in this city visiting friends.

Richard Keenan has returned home from New York.

Patrick Bolan has returned from Buffalo, where he attended the funeral of his sister-in-law.

William J. Windsor, an old timer on the section gang, is back with us again working on the cripple track.

E. Kelley, coach cleaner, has recovered from two weeks illness and is now able to perform his duties.

Jack Ormsby spent a few days hunting in the wilds of Mt. Jewett. Although Mr. Ormsby did not bring home a couple of bears, as he expected, he had about a dozen birds and rabbits to show the boys that he had some adventure.

PORT JERVIS Y. M. C. A.

On November 8th, at the Y. M. C. A. building, Port Jervis, under the direction of the Safety First Committee of the Delaware Division and the shops, the first lecture, as we understand ever illustrated on Safety First, was placed on the screen and the lecture delivered by Claim Agent E. J. Early. This lecture was entitled "Trespassing" and drew a large number of men. The second one of this series was delivered by Mr. M. J. Howley, Road Foreman of Engines on the Delaware Division and was entitled "Machine Shop Risks" and was delivered November 20th; this also was heard by a large number of railroad men.

It is a grand thing that at Port Jervis we have such a fine building, where with all conveniences, we can present from time to time these lectures. It is also a place for the Erie officials who wish to hold meetings at Port Jervis appertaining to the welfare of their men. This building has all conveniences and suitable rooms for such purposes and it is hoped that they may be well patronized.

Tuesday night in the association banquet hall, the Committeemen were banqueted by the Ladies Auxiliary of the association. They know how to care for the inner man. After an hour of attending to the needs of the inner man Mr. Fred Terwilliger announced the speakers of the evening, the first being our own Assistant General Manager, Mr. R. S. Parsons, who spoke very forcibly on "SANDER'S" Mr. Parsons who is a member of this association, in his own way placed this subject before the men, closing with the thought that this association is now in a position to do a multitude of good, and ending said, that all that was required was to keep the association sanders open, that we may always be ready to DO THINGS.

Mr. A. H. Greeley, who assisted at Port Jervis during the Whirlwind Campaign here two years ago, was the next speaker. He was followed by County Secretary Z. L. Wilcox of Goshen, Mr. J. B. Dickson, Superintendent of the N. Y. Div., Engineer O. A. Roberts, Almarin Philips, Rev. A. B. Boynton and General Secretary C. H. Turner, who spoke on the membership of the association. Mr. Turner told of the membership campaign now on and asked the men to assist the association in bringing the membership up materially. He also explained that, as a prize, the Hamilton Watch Co. of Lancaster, Pa., had presented the association with one of their 21 jeweled watches and Mr. H. J. Pippott, the Erie watch inspector of Port Jervis, has presented a gold case. The three highest men are Grant Avery, a Delaware Division Fireman; Elmer Wylie, a New York Division brakemen and L. J. Middaugh of Port Jervis.

Thanksgiving evening in the Gymnasium, under the direction of Physical Director W. L. Boggs, a fine entertainment was given showing just what can be accomplished with proper training. The gym has only been going about six weeks and the boys made a decided hit with the 200 people present.

November 2nd, Mr. W. E. Fenno, Religious work secretary of the New York State Committee, was present and addressed a large assembly of men in the gym, using as his subject "The Fateful Knock." This subject was handled very acceptably and was accepted by a large number of

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men, during the month. These meetings have been maintained and have shown great results.

On Monday evenings Rev. E. R. Kruizenga of this city, conducts a Bible discussion in the assembly hall and the men are receiving a bible course equal to that of some of our colleges. These studies and lectures are free to members, the Bowling alleys are certainly making a decided hit here, and the men are going to develop into a fine bunch of bowlers. One of the comers is Wyoming Division Brakeman Johnnie Jackson, who is now touching the HIGH MARK fellows; look out for Johnnie, he will soon reach Dobbins and Fireman Morgan, who seem to be the two high men.

GALION, OHIO.

John Todd, for several years past machine shop foreman at Marion roundhouse, has been transferred to a similar position at Galion shop.

John Finical, for a number of years general foreman at Galion shops, has accepted the position of day roundhouse foreman at the T. & O. C. terminal at Columbus. John's numerous friends wish him unbounded success in his new field of labor.

The position of assistant to the general foreman, having been abolished at Galion shops, H. M. Manigault, who has held the office for several years, has been transferred to Marion, where he has assumed the night foremanship at the roundhouse. At the regular monthly meeting of the shop committee Mr. Manigault was presented with a handsome leather traveling bag with the well wishes of the shop employes.

Engine 3000 has been turned out of Galion shop after having undergone general repairs. This is the sixth "N.1." engine to pass through Galion shops. The 3033 is now in the shop.

A staff photographer was in our midst recently taking views of engines 855, 856, 761 and 792, which are held for condemnation.

On November 15th F. L. Lothrop, recently of Portland, Oregon, assumed the position of boiler shop foreman at this shop, succeeding Lee Fensterenmaker, who has returned to Cleveland to take a position in the shops there. Mr. Lothrop will be remembered by many employes of the Erie, as holding the position of boiler shop foreman at Susquehanna for some years.

Galion shops closed down on Thanksgiving day and the balance of the month.

BUFFALO CAR SHOP.

Ere the appearance of our next magazine, the always welcome Christmas will be very near its arrival. Buffalo car Shop, through the Erie Magazine, offers its sincere and best of good wishes to all Erie employes.

Denny Doyle is contemplating a trip to the "Old Sod," County Waterford, Ireland; then he will get his marnins, marnin, in Casey's old shebeen.

An amusing episode happened the other night to Mr. F. Steigel. He was on a street car out at Winchester Heights, which was held up by one lone bandit. The affair was very spectacular. When the robber shouted "hands up," Felix reached for the head paneling and then tried to get under the seat. Some of the boys joshed him, but he came back good and strong saying, "I wonder how some of your rummeys would have acted when you were looking down a pipe you could not smoke tobacco out of."

The office clerks are beginning bowling practice. The following are the individual scores: C. Woolley, 136; J. Dambach, 135; F. Gurney, 119; D. Frazer, 116; O. Deuchler, 113; W. Winterberg, 106; J. Neal, 102; A. Volk, 100; F. Schallmo, 71. The bowlers thought they could slip one over on Charlie Woolley, but he showed all those young ducks where to get off (Didn't you, Charlie?). Then he surprised them by singing a nice little song, entitled, "The night before Larry was stretched." So you see when Charlie had gotten through with them they were sadder and wiser men.

Matty McGraw, P. W. C., and Otto Truhn, P. W. C., both are captains of bowling teams comprised of nothing but women, twelve on each side. Those fellows certainly have a cinch as they won't keep the charter open any longer.

Jake Wagner, Mill Operator, drew one hundred plunks out of the F. E. meeting last month. Some class to you, Jake. You can now buy that motorcycle.

Hank Auer was not satisfied with dropping an ordinary weight on his foot; he had to choose a Flanger Machine. Lucky boy, Hank.

Albert Futch, the pigeon-tamer, has a new bunch of squabs.

One of the good boys, Louis Schleeter of the Paint Dept., is in Hospital at Perrysburg, N. Y., but we are glad to say he is improving. H. A. Polhemus, M. C. P., G. Hammersmith, Foreman and W. Reese, P. W. C., are on the committee and are getting quite a bunch of the boys to go to the J. N. Adam Hospital at Perrysburg to see him.

George Lausted, Foreman Pipefitter, has joined the Elks and is going in for the exalted leadership.

BUFFALO MACHINE SHOPS.

It was reported that the stork had been hovering over the vicinity of Clinton St. and Fillmore Ave. and finally landed at No. 1038 Clinton St. on Sunday morning, November 2, 1913, which is the home of Mr. E. H. Tredinnick, Foreman Boilermaker at this shop and presented them with a bouncing baby girl, weighing just exactly 9 pounds and 16 ounces. Ed. was the recipient of many hearty congratulations and reports that Father and baby are getting along very nicely.

Mr. John Jerge, Engine Despatcher at this shop, has resumed work after having been on the sick list for a few days.

Master Mechanic, F. Tuma attended Staff meeting recently held at New York City.

Walter L. Mustard, Clerk in Storekeepers office, is playing Right End on the Oakdale Pastime Football team of South Buffalo. From all accounts Walter is making good on the Gridiron and is teaching August Steve, our popular and congenial Messenger, the fine points of the game. "Tres Moutarde."

We understand that Engineer Charley Kaiser was recently seen coming home with a toy engine, resembling one of the Class B-5 switch engines. Presumably this was intended for young Kaiser. How about it Charley?

August Steve, Messenger, was on the sick list for a day or so and all are glad to see him back at work again. The only thing that is bothering him now, is that he did not get one of last month's magazines.

It is with much regret that we announce the death of Miss Halbleib, sister of Frank Halbleib, who is employed as Clerk in Storekeeper's office, which occurred November 25, 1913, at her late home in Genesee Street. A suitable floral piece was sent to their home by his office associates, expressing sympathy in their sad bereavement.

YOUNGSTOWN, OHIO.

E. P. Reebel, Car Service Clerk, at Erie Freight Office, spent a day hunting above Oil City and reports plenty of game.

W. H. Canfield, Rate Clerk for a number of years at the local Freight Office, has resigned and E. E. Jones, Chief Car Record Clerk has been appointed Rate Clerk and C. A. Stephens to Chief Car Record Clerk.

The heavy snow which fell on November 15th caused no end of trouble for the boys in the yards and on the road.

A. G. Haggis, Stenographer to the General Yard Master, spent several days in New York, and as he is not a very big fellow, we were worried for fear he might get lost in the large city, but he arrived home and reports it a great place.

MEADVILLE SHOPS.

Mr. Fred. W. Bligh, Trainmaster and member of the Safety First Committee on this Division, delivered an interesting and instructive discussion on the subject "Safety First," at the close of the regular services at the Unitarian Church on Sunday, October 20, 1913.

C. A. McCloskey, has been appointed Night Engine Dispatcher, vice R. E. Bell, who has entered the Train Service.

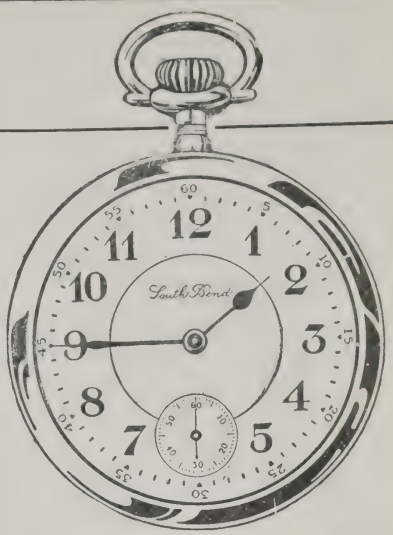
John Scanlon, formerly foreman of the Rod Shop and recently Asst. Gen. Foreman at Huntington, Ind.; has retired from the service of the Erie to accept a position with a manutacturing plan at Bucyrus, Ohio.

Master Mechanic Thos. J. Cole, has been elected as one of the four councilmen under the new law governing cities of the third class. Mr. Cole received a very handsome vote.

The many friends of Mr. Hugh Diamond, regret that in the recent election at Galion, Ohio, he fell outside the breastworks, however, his oponent had only a small plurality. Pick your flint and try again, Hughie.

A recent stunt performed at the Meadville Shops should claim the attention of the employes of the System, Engine 2519, class "K-1", had a cylinder broken, was brought to the Shops on a Friday evening, the cylinder taken off, a new one fitted, bolted, and made ready for service, Sunday at midnight, by one machinist and helper. Going some, is it not? Is there anything to beat it on the System?

The Foreman of Boilermakers of the System met here in conference, with General Foreman of Boilermakers C. F. Patrick presiding, to witness a series of experiments with the elec-



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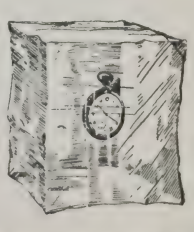
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tric welders formulated by Mr. Fitzsimmons, Mechanical Supt.

Martin Kuppler, the veteran foreman of Laborers, had a pleasant visit with a brother, Christian Kuppler, whom he had not seen for 32 years Mr. Christian Kuppler was in the employ of the A. & G. W. R. in the sixties. He left the service and is now located at Seattle, Washington, engaged in contract work for the U. S. Government.

Mechanical Supt. Schlafge and staff met in conference at the point during the month of November.

Mr. A. Sutherby, Gen. Foreman, was hurriedly called to attend a brother who was seriously injured at Hornell, N. Y.

The Shops were closed for two days to couple the boilers which have been placed in position.

MEADVILLE DIVISION.

The office force at the Dispatcher's Office, Meadville, has been strengthened by the addition of Mr. W. S. Fox, who was moved from the Corry office to the Dispatcher's office. This change was brought about on account of new second track resulting in less work at Corry and changing the office from the depot to the P. & E. tower. Mr. Fox has been continuously in service for 47 years and has been manager of the office at Corry for over 40 years. His services have always been most satisfactory and it is the hope of every one that his new position will be agreeable in every way to him.

The platform at the passenger station, Meadville, has recently been embellished by the addition of a cluster of electric lights at either end of the station which, with the three clusters now in use in front of the station, insures perfect illumination for the Meadville station.

The new second track between Meadville and Corry, which has been building during the past year, is nearing completion and it is hoped by the time this article reaches our readers, that it will all be in operation; same has been in use between Meadville and Cambridge Springs, and also between Union City and Corry, for some time, leaving single track between Cambridge Springs and Union City. This second track will be of untold benefit from an operating standpoint.

There has recently been received on the Ohio Division, 20 new Mikado engines, five of these being put in ser-

(Continued on page 624)

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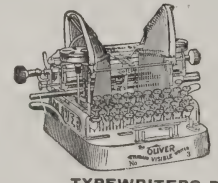
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These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

THE ERIE R. R. EMPLOYES' MAGAZINE

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ANCONAS and Black Leghorns, $1.25 per 13 eggs from prize stock. Henry T. Evans, Blassbury, Pa.

BARGAIN HUNTERS, Attention. Attractive six-room cottage. 3 minutes from station, price $2,300; $1,300 cash, balance on mortgage. A. Abbott, Allendale, N. J.

BARRED ROCKS and Silver Laced Wyandottes. Eggs for hatching, 75 cts. per 13. J. E. McMunn, Clerk, Greycourt, N. Y.

CHRISTMAS CARDS—One dozen fine quality cards, with Merry Christmas, 1913, and your name written in our finest style for 25c., 2½ doz., 50c. Why not place your order early? L. H. Kinney, care of Erie Magazine.

EGGS for Hatching; extra fine stock. Five cents each for the following breeds: White and Brown Leghorns, Rocks and R. I. Reds. Otis T. Gregory, Passenger Dept., 50 Church St., New York.

ERIE WATCH FOB, Gold Plated. Send fifty cents to Geo. S. Aussem, A. C. P. A. 201 Euclid Ave., Cleveland, Ohio, for Erie trade mark fob. Very fine, iwll last lite time. For all employees. Postage paid.

EGGS from Kellerstrass Crystal White Orpingtons, low down, red eyed, shapey, vigorous birds; every bird in these pens trapnested, settings, $1.50. Also grand matting of silver laced Wyandottes, slide open lacing, settings, $1.50. B. Rubin, 2561 E. 50th St., Cleveland, O.

FOR SALE—17 ft. Morris Canoe, two paddles, two back rests, and five pillows. In A1 condition. Will sell for $25. F. M. Kitz, Room 379, 50 Church Street, New York. N. Y.

FOR SALE or Exchange—At a Bargain—For want of use I will sell my 250 egg "Unito" Hot Air Incubator, in first class condition, including all fixtures, at $15.00, or will exchange same for Single Comb Buff Leghorn, R. C. R. I. Red or W. C. Black Polish Pullets of equal value. Cost $32.00 new. F. M. Marvin, Bartonsville, Pa.

FOR SALE—Several very fine White Crested Black Polish and Single Comb Buff Leghorn Cockerels. Prices reasonable. Address, F. M. Marvin, Bartonsville, Pa.

WANTED TO BUY—An Iron Roller, weighing about 300 pounds; suitable for rolling lawn or Tennis court. Chas. H. Hodges, P. O. Box 68, Hawthorne, N. J.

FOR SALE—Edison Phonograph, almost new, also 62 two minute and eleven 4 minute records. This machine will play two or four minute records. Cost when new, $75; will sell for $35. M. Murray, Foreman Sec. 27. Eruries, N. Y.

PRIVATE FAMILY would like to arrange for a supply of fresh eggs. About eight dozen a week, and fresh killed poultry. Address, giving full particulars, Mr. B., care E. Dorf, Erie Terminal, Jersey City, N. J.

TWO FINE White Rock Roosters for sale by Geo. Kesse, 83 Humboldt St., East Rutherford, N. J.

FOR SALE—White Angora Rabbits, age 2 to 4 months old. Price $1.00 per pair. R. Greenwood, 563 E. 19th St., Paterson, N. J.

FOR SALE—A Jefferson, twin cylinder, 9 horse power, guaranteed to make seventy-four (74) miles an hour; is comparatively new, ridden only 25 miles. Cost $300. Will sell with complete riding outfit, luggage carrier, tandem attachment, all complete, for $200. Don't miss this chance. Address, L. Houghtaling, 50 Church St., care of Comptroller Erie R. R., New York City.

POSTAGE STAMP Collections Bought. Exchange wanted with earnest collectors. J. Van Ness, 234 Madison Ave., Clifton, N. J.

YOUR NAME neatly hand printed on one dozen cards with any emblem you prefer for 15 cents. F. D. Kistler, Operator, Griffith, Ind.

FOR SALE—Complete Electrical and Mechanical course in the International Correspondence School at Scranton. Good for life. Will sell very reasonable. Address, L. F. Truman, 722 Guilford St., Huntington, Ind.

FOR SALE—Royal Typewriter, used very little, nearly new; will sell reasonable. For further particulars enquire of V. S. Ryan, 42 Earley St., Wellsville, N. Y.

GREAT OPPORTUNITY—Most desirable country residence on main thoroughfare, west slope of palisades, 45 minutes from Hudson Terminal, near Englewood, N. J. Good size house, convenient for large family. Heat, city water, gas, bath, barn, fruit. About 5 acres; suitable for development. Can be had at very reasonable figure. Will leave one-half on mortgage. Do not delay. Address, H. I. W., Room 980, Hudson Terminal, N. Y. City.

SANITARY NEST EGGS—Keep lice from poultry and hens' nests. Forty cents per dozen. Special prices to agents. E. L. Foote, Clerk, Huntington, Ind.

TRY PAUL'S Antiseptic Salve for Burns, Boils, Bruises, Cuts, Wounds of all descriptions, such as old sores, abscesses, ringworm, etc. Satisfaction guaranteed or money refunded. Price 25c. and 50c. per box. Address J. T. Dowdell, 129 Potter St., Dunmore, Pa.

MEADVILLE DIVISION.

(Continued from page 622)

vice on the Mahoning division and the balance on the Main line. It is noticed that since their receipt they have been kept busy and no doubt arrived at an opportune time, and will help greatly in the movement of the increased business.

The Dispatcher's Telephone circuit between Corry and Salamanca, was placed in operation November 1st, which completes Telephone service over the entire Meadville division.

The City park at Meadville is nearing completion, sidewalks crossing the same being laid at the present time. The approach of next season will see this spot beautified by well-kept lawn, and also numerous flowers and shrubs. This creditable work is due, mainly, to the efforts of Mayor F. M. Graff, assisted by the railroad company.

On Thursday, November 13th, Governor Tener arrived on Erie train 6, to attend the dedication and Military Ball held in the new Armory, Company B, N. G. P., corner Diamond Park and Center St. After the ball Governor Tener was elaborately entertained by Meadville Lodge, B. P. O. E.

P. J. Kirchies, Telephone Inspector, Meadville Division, who has been confined to his home for the past six weeks with pleurisy, has resumed his duties.

ERIE'S SIGNAL BOYS.

Dave Marion, the little foreman of maintainers on N. Y., S. W. Sig. Dept., took unto himself a bride, Nov. 2, 1913. Dave took a long time and travelled a long distance to get the Miss he was looking for, but he claims she was the belle of the village of Greenwood Lake and he seems to be well satisfied with his new venture, and the time will never come, we hope, when he will say, "Never again."

Buddy Knapp, maintainer of Auto. Signal, at Suffern, is about to enter into the bonds of matrimony on or about Dec. 25, 1913. Although he has promised some of the boys an invitation to the wedding, he will not specify any date, only to say that she will come to him as a Christmas present.

BERESFORD WINNING A BET.

Lord Marcus Beresford, is, like all the Waterford family, full of high spirits. There is but one person entitled to drive down Rotten Row—the Duke of St. Albans—and it is doubtful if ever he cares to exercise the privilege. But Lord Marcus bet he would do it in broad daylight and without interference. The wager was accepted and the time fixed for the adventure about noon. All Lord Marcus' friends came trooping along to see him, but time went on, and nothing could be seen of the sportsman.

By and by a watering cart came along, driven by the usual waterman in a smock. As the car passed along leisurely the driver smiled, and on closer observation Lord Marcus' friends recognized the winner of the wager.

VERIFYING HIS STATEMENT.

Old Mr. and Mrs. Smiley were giving their annual party, and Mr. Smiley was making his usual speech.

"For forty years have my good wife and I traveled hand in hand down life's thorny path," he said. "In all those years not one single harsh, hasty, unkind word has passed our lips. Isn't that true, mother?"

"Mother" had quitely fallen asleep on the sofa, and as he laid his hand caressingly on her shoulder she snorted defiantly and said sharply:

"Get up yourself and light the fire, Sam. I lit it last, and I'll see you far enough before I'll do it this morning, you— Oh, oh, I—I—why, I must have dropped off to sleep!"

"And I think you'd better have stayed asleep, Lily." hissed Samuel intor her ear.

LAWRENCE TOOK HIS TIME.

The dispute about an unfinished Lawrence portrait recalls a story of that painter's dilatoriness. The Lord Mexborough of that time, after much letter writing about the portrait of his wife and child, said he could wait no longer, Lawrence pleaded for more time; he was well forward with the lady. but the baby wanted finishing; could he not have one more sitting? "My wife will be happy to give you another sitting whenever you like," was the answer, "but the baby is now in the guards!"

"That's just like Jim," said the widow wearily, after a flapping curtain had knocked over the urn in which all that was mortal of her cremated husband had been placed and spread its contents on the floor. "Always dropping his ashes everywhere!"—Harper's Weekly.

Many a fellow is afraid to propose to a girl for fear she might say yes.

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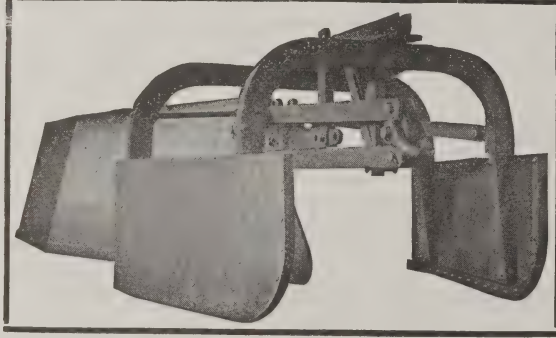
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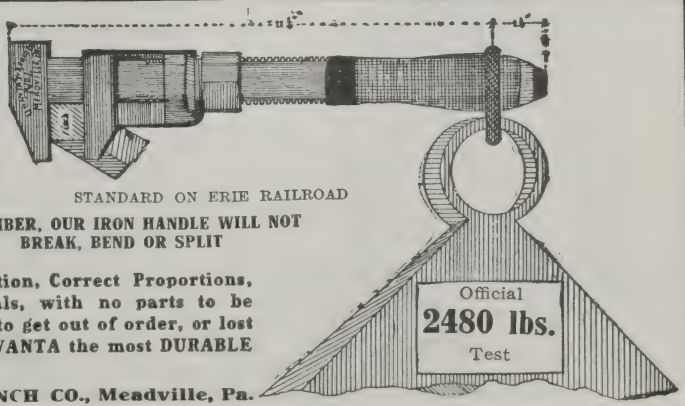


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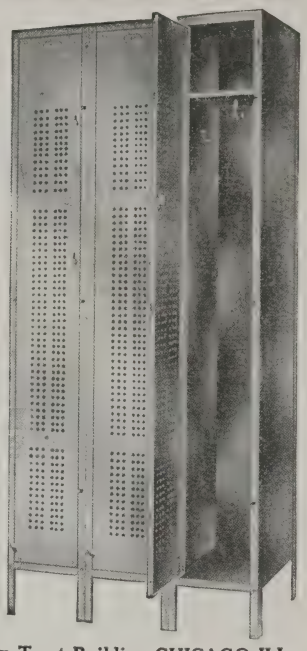
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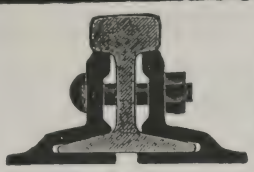
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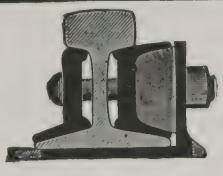
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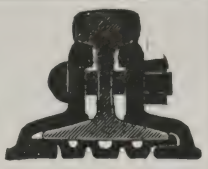
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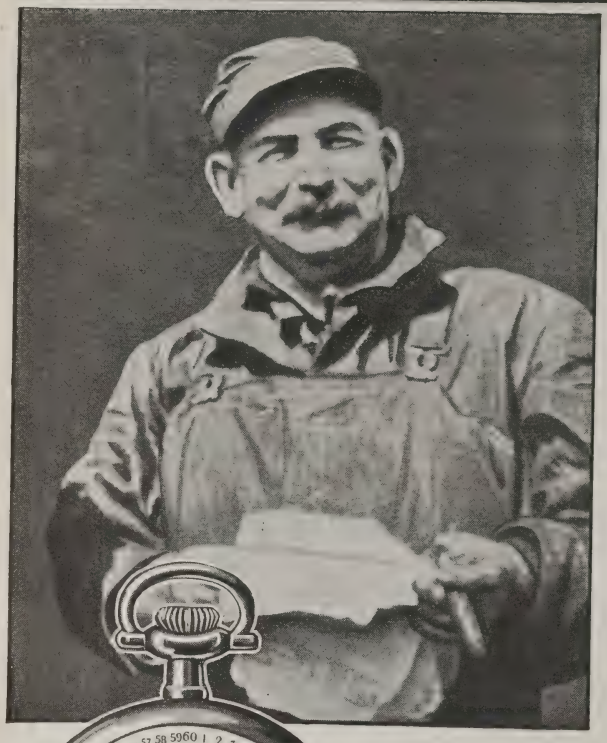
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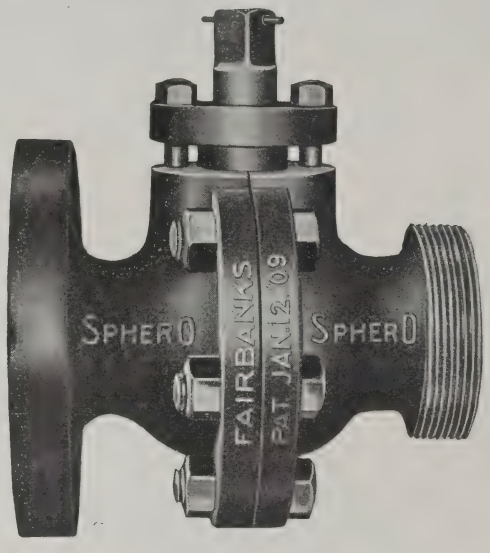
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1914

JANUARY

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Locomotive Pattern



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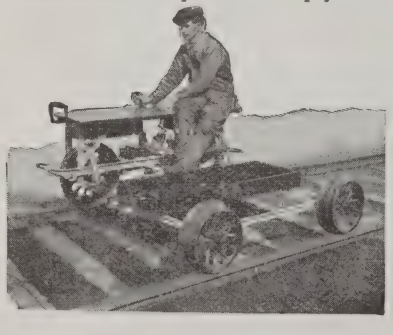
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We recommend the 16 size 21 jewel Father Time, made by the ELGIN WATCH COMPANY, in 20 year gold filled case.



It is one of the smallest Standard R. R. Watches made, is adjusted to 5 positions, isochronism, and temperature, will pass any Railroad inspection, and has our ***Unqualified Guarantee Behind It.***

Fill out the coupon and mail it to us, and we will gladly tell you how you can secure this watch on our Easy Payment Plan, with no initial cash payment required.

GEO. D. DAVIDSON CO.
163 Newark Ave., Jersey City, N. J.

Without any obligation on me whatsoever please send me particulars about Easy Payment Plan upon which you sell Standard Railroad Watches to Erie Railroad Employees.

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Street _____

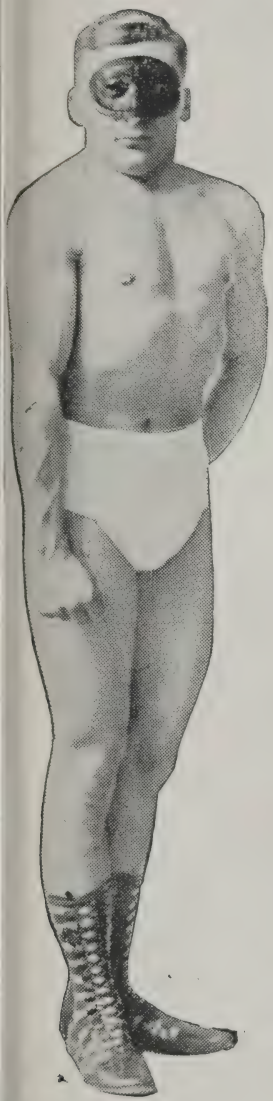
City _____

State _____

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Division _____

THIN FOR YEARS



"Gains 22 Pounds in 23 Days"

"I was all run down to the very bottom," writes F. Gagnon. "I had to quit work I was so weak. Now, thanks to Sargol, I look like a new man. I gained 22 pounds in 23 days."

"Sargol has put just 10 pounds on me in 14 days," states W. D. Roberts. "It has made me sleep well, enjoy what I ate and enabled me to work with interest and pleasure."

"I weighed 132 pounds when I commenced taking Sargol. After taking 20 days I weighed 144 pounds. Sargol is the most wonderful preparation of flesh building I have ever seen," declares D. Martin, and J. Meier adds: "For the past twenty years I have taken medicine every day for indigestion and got thinner every year. I took Sargol for forty days and feel better than I have felt in twenty years. My weight has increased from 150 to 170 pounds."

When hundreds of men and women—and there are hundreds, with more coming every day—living in every nook and corner of this broad land voluntarily testify to weight increases ranging all the way from 10 to 35 pounds given them by Sargol, you must admit, Mr. and Mrs. and Miss Thin Reader, that there must be something in this Sargol method of flesh building after all.

Hadn't you better look into it, just as thousands of others have done? Many thin folks say: "I'd give most anything to put on a little extra weight," but when someone suggests a way they exclaim, "Not a chance. Nothing will make me plump. I'm built to stay thin." Until you have tried Sargol, you do not and cannot know that this is true.

Sargol has put pounds of healthy "stay there" flesh on hundreds who doubted, and in spite of their doubts. You don't have to believe in Sargol to grow plump from its use. You just take it and watch weight pile up, hollows vanish and your figure round out to pleasing and normal proportions. You weigh yourself when you begin and again when you finish and you let the scales tell the story.

Sargol is absolutely harmless. It is a tiny concentrated tablet. You take one with every meal. It mixes with the food you eat for the purpose of separating all of its flesh producing ingredients. It prepares these fat making elements in an easily assimilated form, which the blood can readily absorb and carry all over your body. Plump, well-developed persons don't need Sargol to produce this result. Their assimilative machinery performs its functions without aid. But thin folks' assimilative organs do not. This fatty portion of their food now goes to waste through their bodies like unburned coal through an open grate. A few days' test of Sargol in your case will surely prove whether or not this is true of you. Isn't it worth trying?

50c BOX FREE

To enable any thin reader, 10 pounds or more under weight, to easily make this test, we will give a 50c. box of Sargol absolutely free. Either Sargol will increase your weight or it won't and the only way to know is to try it. Send for this Free Test Package today, enclosing 10c. in silver or stamps to help pay postage, packing, etc., and a full size 50c. package will be sent by return mail free of charge. Mail this coupon with your letter to the SARGOL CO., 551-N HERALD BLDG., BINGHAMTON, N. Y.

If you want a beautiful and well-rounded figure of symmetrical proportions, if you want to gain some solid pounds of healthy "stay there" flesh, if you want to increase your weight to normal—weigh what you should weigh—accept this Free 50c. Package today.

COME, EAT WITH US AT OUR EXPENSE.

This coupon entitles any person to one 50c. package of Sargol, the concentrated Flesh Builder (provided you have never tried it), and that 10c. is enclosed to cover postage, packing, etc. Read our advertisement printed above, and then put 10c. in silver in letter today, with coupon and the full 50c. package will be sent you by return post. Address: The Sargol Company, 551-N Herald Bldg., Binghamton, N. Y. Write your name and address plainly and PIN THIS COUPON TO YOUR LETTER.

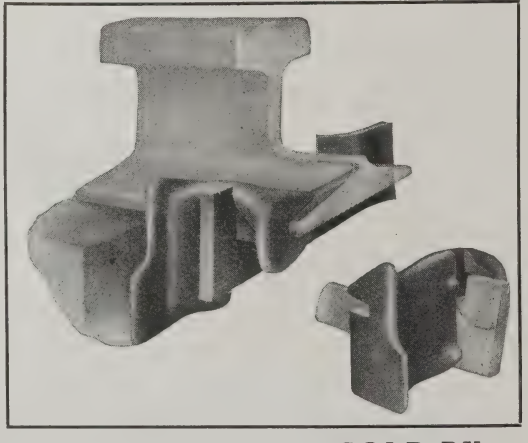
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THE ERIE RAILROAD EMPLOYES' MAGAZINE

Published monthly in the interest of and for gratuitous distribution among the 40,000 employes of the Erie Railroad Company. Subscription price, to all others, $1 per annum, postpaid.

Publication Office: Hudson Terminal Building, 50 Church Street, New York.
A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 9. JANUARY, 1914. No. 11.



D. J. MADDEN.

TRAINMASTER D. J. MADDEN.

Here is a man from Chicago on the lines West; D. J. Madden, Trainmaster of the C. & H. Terminals.

Mr. Madden entered railroad service as brakeman, July 4, 1884, with the E. & W. V. R. R. at Pittston, Pa., from April, 1886 until July, 1887, was switchman for N. Y., W. S. & B. R. R. at Coeymans Junction, N. Y. From August, 17, 1887 until September 2, 1888 was brakeman and switchman for Erie R. R., Youngstown, Ohio, at which time he was promoted to position of fireman and became an engineer, in October, 1891.

He served in that capacity until October, 1909, when he was promoted to position of Supervisor of Locomotive Operation, with office at Cleveland, Ohio. Served in that capacity until October 1, 1911, when he was promoted to position of Trainmaster, C. & H. Terminals, and at the present time is acting in that capacity.

COURTEOUS ERIE CONDUCTOR

On November 26, last, a young woman, whose destination was Skinner's Falls, Delaware Division, missed Erie Train 27, which departs Jersey City at 2.20 P. M. She boarded Train 3, departing at 3 P. M. and when Conductor M. Flannery came through and looked over her ticket, advised her that train did not stop at Skinner's Falls.

Instead of letting the matter drop there he interested himself in her behalf and learned that Train 3 would probably reach Lackawaxen before 27, and it did. He saw that the young woman left train at Lackawaxen in plenty of time to catch Train 27, so that she reached Skinner's Falls safely and full of appreciation for the courteous treatment accorded her by Conductor Flannery.

As a sequel to this happening the following correspondence will prove again how well courteousness reflects on the one who bestows it and aids the railroad company which employs conductors who are given to the polite and attentive habit.

Great Northern Express Company.
Traffic Department.
St. Paul, Minn., Nov. 29, 1913.

Mr. A. J. Stone, Gen'l Mgr.,
Erie Railroad,
New York City.

Dear Sir:

The writer was a passenger upon Erie train No. 3 out of Jersey City Wednesday afternoon, Nov. 26th, and witnessed an act of courtesy and consideration on the part of your Company's train conductor which I cannot refrain from bringing to your attention as worthy of commendation.

I will not bother you with the details in the matter, but it will suffice to say the conductor's attitude toward a young lady passenger who had a ticket to Port Jervis was so admirable that it is a pleasure to mention the matter both as regards him and the satisfaction the Erie Railroad must feel in having employes able to exercise such excellent judgment.

Yours truly,
(Signed) W. W. Owen,
Supt. of Traffic.

Office of General Manager.
December 1st, 1913.

Mr. W. W. Owen,
Supt. of Traffic, Great Northern Ex. Co.,
St. Paul, Minn.

Dear Sir:

I am in receipt of your favor of November 29th, written in the interest of conductor of our train 3 leaving Jersey City on November 26th. I thank you very much for your kind letter and it will give me pleasure to transmit a copy of same to the conductor in question.

Yours respectfully,
(Signed) A. J. Stone,
General Manager.

The above correspondence was referred to Superintendent F. M. Hawley of the Allegheny Division, with a request from the General Manager to have Conductor Flannery read it, the latter being an Allegheny man. This was done and with the correspondence Mr. Hawley sent the following letter over his own signature.

Salamanca, N. Y., Dec. 9th, 1913.

Mr. M. Flannery,
Conductor, Erie R. R.,
Salamanca, N. Y.

Dear Sir:

It is with pleasure that I hand you the enclosed correspondence which is self explanatory.

Such courtesy and consideration on the part of our passenger conductors is appreciated by the Management, and you are to be commended for your action in the matter.

Yours very truly,
(Signed) F. M. Hawley,
Superintendent.

PRAISING THE OLD ERIE.

With the title "Ye Counterie Road," Mr. A. Honey, 364 Highland Avenue, Arlington, N. J., has issued a two-page booklet, which pays a compliment to the Erie Railroad by praising the country through which the road runs and the time its trains make. Mr. Honey is an old patron.

Following are the two little paragraphs:

"Some folks like to go abroad to spend their honey-moon, while others like to stay at home—just sit around and spoon; but let me see the mountains, the flowers, the birds, the bee—in fact a trip to the country, on the E-R-I-E.

"I've hit the old road some, myself, some say it's slow and such—no time made going to business, well!! I havn't lost so much; there are other roads, you take'em, its good enough for me, the road that runs thru the country, the E-R-I-E."

DOUBLE-TRACK WORK ON MEADVILLE DIVISION COMPLETED

THE President of the United States designated November 27th, 1913, as a day of thanksgiving throughout this great land.

We call it "Thanksgiving Day" and, as such, everybody rejoices and offers thanks in prayer to the Divine Being for the blessings bestowed during the year.

To the Erie Railroad the 27th of November, 1913, meant more than the celebration of the holiday, as we understand it. As referring to the Company's own interests it was a day of thanksgiving, for on that date was opened for traffic, that portion of the Meadville Division between Cambridge Springs and Union City, 16 miles. As this short stretch of line included the most difficult portion of the Meadville Division double-tracking, as well as the most expensive, involving as it did, the construction of high and massive concrete abutments to carry heavy steel bridges over French Creek and fills leading thereto, the completion of the work was naturally slow and tedious.

For these reasons November 27th, was a genuine day of thanksgiving, as the satisfaction was enjoyed of seeing heavy freight trains operated over the new line safely, the first one carrying two particularly happy officials, Messrs. H. O. Dunkle and E. W. Batchelder, General Manager and Assistant General Manager, respectively —Lines West.

The Erie Railroad has a long and interesting history recorded and its an honorable history, too, so far as the road, itself, is concerned, for the old road, affectionately called by its loyal employes and well-wishers "Old Reliable", always unbeatable when the financial clouds seemed to hang heaviest, is now rising rapidly like a Phoenix from its ashes, as it were, and blazing a trail that will lead to the greatest traffic in its history.

At no time in the history of the Erie Railroad, or rather, since the celebration incident to the completion of the old Erie Railway between New York City and Dunkirk, on the 14th day of May, 1851, has so important an occasion arisen, as when the new line was opened on the above date.

The entire Press of the Country, in 1851, took up the completion of the Erie Railway between New York City and Dunkirk. President of the United States, Fillmore was the guest of the Erie Railway Company at that time, and rode over the line on a special train; in fact, the day was designated as a general holiday throughout the entire section of the country through which the Erie Railway ran and, at the time, everyone was giving thanks for the great achievement accomplished.

It was, therefore, opportune for the Meadville Division and the Erie Railroad Company to give thanks, especially on Thanksgiving Day, November 27, 1913, for the completion of the large undertaking that has been under construction for the past 18 months, on this Division.

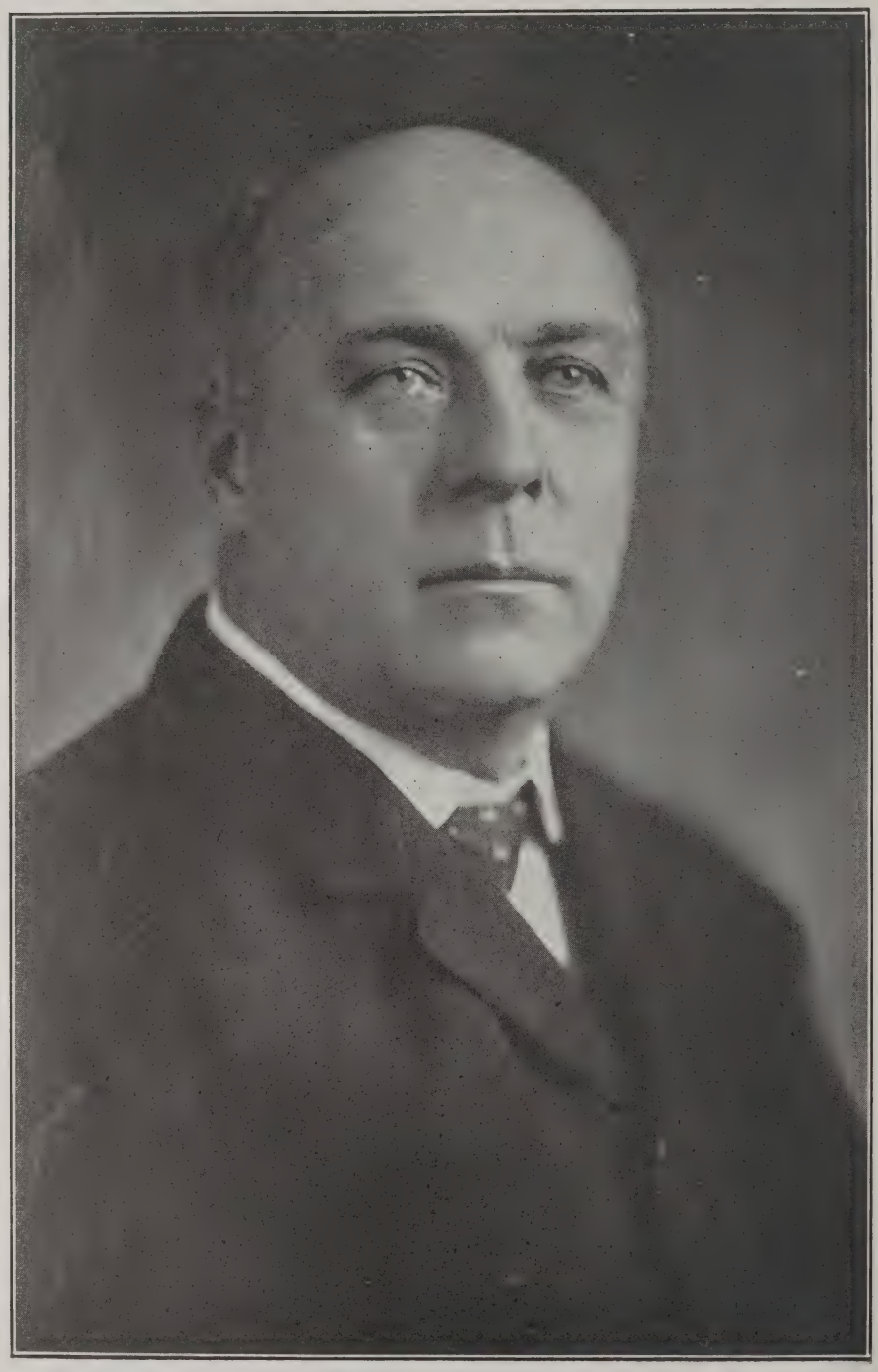
To commemorate the opening of the new line, the Meadville Division was honored by the presence of the General Manager, Mr. H. O. Dunkle, and the Assistant General Manager, Mr. E. W. Batchelder, who, with Private Car No. 993, attached to the rear of Extra train, Engine 1718, Engineer J. R. Shields and Conductor Walter Marsh, departed East from Meadville yard at 11:26 A. M., on November 27, 1913, with 55 heavily loaded cars and 5 empties, a total tonnage of 5413 M's, and proceeded without mishap over the new track, arriving at Union City at 3:25 P. M., the same day.

This was a test train made up, not only to demonstrate the tonnage that could be hauled over the new line, but also to give the officials an opportunity to inspect the condition of the track, in order to ascertain whether or not same was in shape to put the entire eastbound traffic of the Erie Railroad over this piece of track.

The answer, upon arrival at Union City, to the above question is summed up in the brief and concise message sent by the Assistant General Manager, Mr. E. W. Batchelder to Mr. S. E. Ferguson, Superintendent of the Meadville Division at 3:45 P. M., from Union City, Pa.:

"Arrange to run all freight trains, including fast freight, over new line between Cambridge Springs and Union City, commencing at 6:00 P. M., Nov. 27th, after the work trains are off."

Considering the fact that the construction of the double-track on the Meadville Division of the Erie Railroad, in the past 18 months, was, to a great extent, larger than the Panama Canal achievement, of which the entire Press of the United States and the Old World, has been filling its columns daily, it is but fitting that the memorable Thanksgiving Day of November, 1913, shall go down in the history of the country, as one of the greatest achievements of the age, in connection with Railroad operations.



MR. FREDERICK D. UNDERWOOD.
(President, Erie Railroad Company.)

The President's Greeting to Officers and Employes of Every Grade

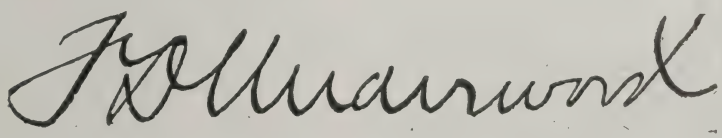
¶ Another year of excellent operating and traffic results is added to the record.

¶ Another credit is due officers and employes of every grade for so good a result.

¶ Many of you are seeing the progress of the work that will, when completed, make the Erie a greater transportation machine than ever.

¶ Let us all pull together that the day's work may be easier---through the medium of better methods.

¶ The Executive Staff joins in wishing for you all a happy New Year and good luck.



New York, December 31, 1913.

SAFETY FIRST, A REFLECTION.

The boatman will get you. How will he get me? You mean the boatman who ferries across the "last river", don't you? Sure I do. You noticed that flagman; he didn't get back far enough. Some day he will play into the hands of the boatman and flowers will be sent to his widow and little fatherless children.

Why did that trainman, the other day, forget to lock that switch. He also is on the payroll of the "last boatman." Someday the undertaker will wonder how you, with all your years of experience, caused him to be called to your home.

You may be a fireman; look out that some day, in a hurry, you may forget to put that water crane back where it belongs. Billy Smith, pulling No. 77 behind you, may leave a widow and three or four little ones alone in the cold world, because you stood in with the "last boatman."

Perhaps you are a telegraph operator. That night you fell asleep and 44 went by your station, when you had an order for her. Under the grass in the little grave yard near their home, a mother and two sweet little daughters went their way every Sabbath Day and wonder why "papa" was taken from them. Had you any hand in their great sorrow? Perhaps.

Think it over tonight, son. When you go home and are starting out tomorrow, for your own sake and for the sake of your fellowmen, make a promise to yourself that you will not "Fall Asleep at the Switch".—"SAFETY FIRST."

A REAL LOYAL EMPLOYE.

N. E. Conkle is a train baggage agent in the employ of the Erie Railroad and he also handles milk on Train 229, Chicago Division. He deadheads from Chicago to Huntington every night on Train 14.

Recently, while waiting for No. 14 to leave, its time out of Dearborn St. being 4.00 P. M., he overheard two men, apparently foreigners, talking about going to New York on the Grand Trunk. It happened that the Erie had a Scandinavian special train due out of Chicago that evening at 9.00 P. M., so Mr. Conkle went over and inquired if he did not hear the men say they were going to New York.

On receiving an affirmative reply he asked them if they knew that the Erie had a special train out of Chicago that evening at 9.00 P. M., as this seemed to interest them, he persuaded them to accompany him to the ticket window, when they purchased three tickets for New York over the Erie.

In performing this act, Mr. Conkle set an example, that it would be to the credit of all Erie men to follow.

WE CALL THIS A CREED.

The following was written by a salesman employed by a large window glass concern in Pittsburgh, Penna. It is a good creed for passenger men, because we are salesmen, too, engaged in selling transportation. Did you ever look at it in that light before?

"I believe in the line I am selling and in the Company I am working for, and in my ability to get results.

"I believe that honest service can be passed out to honest people by honest methods.

"I believe that honestly made material can be sold to any one by honest methods.

"I believe in working, not weeping, in boosting, not knocking, and in the pleasure of my position.

"I believe that a man gets what he goes after, that one deed today is worth two deeds tomorrow, and that no man is down and out until he has lost faith in himself.

"I believe in today and the work I am doing, in tomorrow and the work I hope to do, and in the sure reward which the future holds.

"I believe in courtesy, in kindness, in generosity, in good cheer, in friendship, in honest criticism and in honest competition.

"I believe there is something to do, somewhere, for every man ready to do it."

DIDN'T HURT THE GATE.

A well-known wag who does a turn with others on the Erie's official roster, and who is always able to cull the wheat from the chaff in the annual joke book, sends in this gem for publication, feeling that it will make our readers laugh and feel merry at the beginning of the new year.

"I see by the newspapers, that Jack Johnson hurt his skull when thrown from an auto against a railroad gate in a French town, lately.

"That's my idea of a good railroad gate."

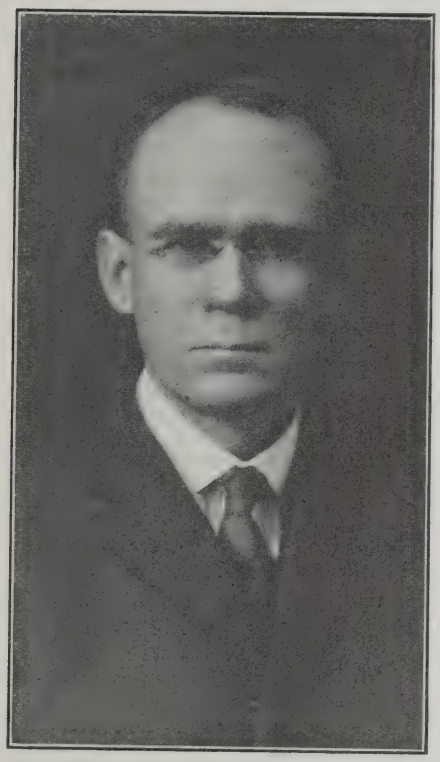
When a girl becomes convinced that crying makes her nose red, she stops.

ERIE RAILROAD LAKE LINE DIVISION.

By H. C. Snyder, Assistant General Freight Agent, Chicago, Ill.

John C. Maclay, Superintendent, Buffalo, N. Y.

The excellent schedule maintained by our boats during the season of navigation, 1913, as covered by reports that have been sent to our representatives, was second to none on the Great Lakes and, we believe, much better than the average for regularity, as well as providing a service to meet our patrons requirements. The operating conditions of the Lake Line can be compared somewhat to the com-



JOHN C. MACLAY.

manding of a regiment. While the General, as a rule, is not always on the firing line with his troops, his position is the responsible one, because of his having to direct operations from a distance. In connection with the service above mentioned we have had Mr. John C. Maclay, Superintendent at Buffalo, who has been back of the good record referred to and we take pleasure in introducing him to the many reader of this issue, who have not had the privilege of meeting him personally.

Mr. Maclay has been connected with marine affairs practically all his life. Like the majority of marine men, he was influenced in his choice because his father was a steamboat man, and it was with him that he had his first experience, serving in the positions of linesman and fireman on tugs and steamboats around Buffalo Harbor, Niagara River, Hudson River and the waters surrounding New York. In 1879 he entered the service of the Union Steamboat Company (now Erie Railroad Transit Line), in its Canal Line Office at Buffalo. This brought him in contact with the interchange of traffic between the Canal and Lake Lines. In 1890 he became Chief Clerk and Cashier of the joint office of the Wabash Lake Line and the Minneapolis, St. Paul & Buffalo Steamship Company (Soo Line) at Buffalo. In 1899 he was appointed General Agent for these lines, as well as Agent for the American Transit Canal Line. Such experiences lead to larger fields, that come to men who make most of the opportunities that come to them, which develops them for greater responsibilities, so that in the Spring of 1910, when Mr. Maclay came to the Union Steamboat Line as Assistant Manager, he was well equipped for the work in hand. When the office of the Manager was transferred to New York in 1912, he was appointed Superintendent of the Line at Buffalo.

Those who are best acquainted with Mr. Maclay appreciate his sterling qualities and also know of his untiring efforts to make the Lake Line operations yield to the Traffic Department every possible assistance in the securing and holding of business.

NEW "ROUND TABLE" MEMBER.

Mr. S. E. Ferguson, Superintendent of the Meadville Division, has received notice of his election to membership in the "Round Table," a literary club of Meadville, and has advised Mr. W. T. Dutton, Secretary, of his acceptance and pleasure at having been proposed. Dr. T. H. Flood nominated him.

Let a fool hold his tongue and he will pass for a sage.

THE RAILWAY TRESPASSER PLAGUE.

By Sumner Kenner, Div. Claim Agent.

THERE is a legal maxim that "the State has an interest in the lives and limbs of its citizens." This principle never before had as controlling force in our legislation and jurisprudence, as at the present time. Upon it is based the great body of the law covering damages for death by wrongful act, as well as Employers Liability and the Federal Safety Appliance Acts.

But, how lax this interest must have grown, when we learn from statistics, that if one could call back into being all the trespassers who have lost their lives upon the railway tracks in the United States, during a ten year period ending June 30, 1911, that they would form a city of 51,083 inhabitants. During the last ten years the average number of persons killed while trespassing on railway property, is nearly fifteen a day. These figures are taken from the reports of the Interstate Commerce Commission. Not only have these lives been taken, but following as the result thereof, one sees the thousands of widows and orphans, struggling along life's highway, who should be enjoying the support and guidance of husbands and fathers whose lives have been crushed out on the commercial arteries of this country.

What a needless sacrifice. They were not killed while at work, as a part of the great system ot transportation of the continent, a system so great, and of a nature so hazardous, that some lives must almost inevitably be taken. On the contrary, they were killed while violating the law and as the consequence of their own folly and recklessness.

Who Make up the Trespasser Army?

There are several reasons why the public has failed to realize the full extent of this slaughter. Ignorance of the facts has been one of the principal reasons. Besides this all trespassers have been placed in the "hobo" or tramp class, and the killing of one of this class was looked upon as almost a benefit to the community. By the Tramp or "hobo" as he is commonly called, we usually think of a person without a calling, who at an early date tramped from town to town, getting his living from the "hand outs" of the generous housewife. In the later days of railroads, he has taken to the box car or "side door pullman", and his trade marks such as "A.No.1", "O.K.Kid", "Anne" and "Tex. Slim", decorate the box cars and water tanks the country over. But, an examination of the report compiled by one of the great railway systems, shows how greatly in error is the last conclusion. An examination of the reports of accidents resulting in the death of One Thousand trespassers was made. It was found that of this number 489 resided near the place of the accident; 321 resided at a place distant from where the accident occurred; and the residence of the balance, 190, was not ascertained. Of these trespassers 273 left widows or children, 33 were widowers, 376 single, and the family connection of 318 could not be ascertained. Further, 369 were living with their families or parents, 301 were not living with their families or parents, and 330 could not be classified in this respect. Of the Thousand 598 were self-supporting, 388 were known to be regularly employed and 105 were not self supporting. Grouped as to ages it was found that 68 were 15 years and under, 340 were 16 to 30 years old; 451 31 to 60 years old; 69 were over 60 years old and 72 were of unknown age, all these being adults.

With reference to nationalities it was found that 468 were Americans, including 3 Indians and 18 negroes. In 174 cases the nationality was not reported, but in the rest it was found that no less than twenty-four foreign countries contributed their quota to the thousand.

The occupations of those killed, and the number employed in each trade or calling was as follows:

349 unknown. 19 none. 31 railway trainmen and other employees, 3 musicians, 1 teacher, 2 fishermen, 81 shopmen and mechanics, 2 barbers, 10 engineers, 1 chemist, 4 clerks, 6 hotelmen and bartenders, 18 merchants, salesmen and agents, 70 school children and students, 268 laborers, 44 farmhands, 1 minister, 1 patrolman, 2 shoemakers, 1 contractor, 2 bakers, 2 messengers, 5 soldiers, 8 sailors, 2 coachmen and chauffeurs, 3 linemen, 3 cigarmakers, 3 nurserymen, 1 inmate asylum, 4 horsedealers, 4 lumbermen, 3 watchmen, 8 miners.

There were, in addition, 6 small children and 30 women.

If the above figures show anything, they show that 75% of these unfor-

tunates were neither tramps nor hoboes. Instead, they were men of family, with a trade or means of earning a living, and that they were killed in the prime of life.

Two Classes of Trespassers.

The trespassing subject, in general, can be divided into two classes. **First.** Trespassers on railway premises. **Second.** Trespassers on railway cars. Under the first head come those people who make pathways through railway yards, over tracks, and even on or alongside the track, also children who play upon such premises.

It was generally considered by the Common Law, that to trespass on anothers property was a wrong, and that the Courts would not aid a wrongdoer. Yet, we find some American Courts holding that, where railway companys acquiesce in the use of their right-of-way by pedestrians, that this raises a duty upon their part to anticipate their presence and keep a look out for them. And a child who plays upon an unlocked turn table is not considered a trespasser, it being held to have been lured into a place of danger by its childish instinct and curiosity. Do not such laws authorizing recovery in trespass cases, in effect, place a premium on the act, and to that extent encourage the unlawful use of railway property by the public?

Under the second class come the hobo and wandering workman, as well as the bona-fide workman temporarily out of work, and who is using the railway as a means of travel in search of employment. Also the youthful train "hopper," who on his way to and from school, jeopardizes life and limb, while showing his companions how the trainmen board the moving cars.

Certainly such a question as this is worthy of careful consideration and thought. How can this daily slaughter be checked and finally done away with? Is its complete eradication possible, or is it one of the so-called necessary evils?

There are not sufficient laws covering the question of trespassing upon railway premises in many States, and in those States where such laws are on the books, they are not enforced. The enforcement of any law depends almost entirely on the condition of the public mind. Hence it becomes evident that not only a rigid anti-trespassing law must be enacted, but the public must be educated up to a point where they are ready and prepared for a strict enforcement of such prohibitive measures. Such enforcements have been unpopular with the public. The practice of trespassing has been engaged in so long that, in their mind, the railway companies' property is public property and using it is not, in a great many instances, considered a moral wrong. The fencing of railway tracks, so as to make trespassing difficult or well nigh impossible, is impracticable in this country on account of the vast distances covered by the railways and also on account of the many municipal laws against such fencing. In England and France the railway right-of-ways are securely fenced, and this with a rigid enforcement of anti-trespassing laws, has reduced that evil in those countries to a minimum.

Remedy a Question of Education.

But, viewing the question from all sides, its solution would appear to be embodied in one word, that being "**Education.**" There must be a shaping of Public Opinion, so that trespassing on Railways will become as unpopular as it now is popular. If a person would consider, before walking on or near the tracks, that every twenty-four hours an average of fifteen people are killed, as a direct result of such foolhardiness, there would not be much need of rigid laws on the subject.

But, to the well informed it should not be difficult to prophesy the possibilities of an educational crusade in the matter of trespassing. We have many examples of the beneficial results of such crusades on similar questions. On the 4th of July, 1909 it was considered proper and necessary to kill 215 people in the United States to "make an American Holiday."

The sane Fourth movement, however, has spread rapidly, and as a result, the number of dead in 1910 had dropped to 131; in 1911 to 57 and in 1912 to 41. Within a little more than three years time a vigorous public opinion intervened between the American small boy and a time-honored method of celebrating a national holiday, changed the customs of a people and reduced the death list from 215 to 41. And, heaven only knows, the saving in fingers and thumbs and boyish tears.

The public press and the public school are two places where this

crusade can well begin. Teach the child that he must not walk up and down the railway tracks, that he must not play on railway premises. Teach him that he must not jump on and off cars. Point out the danger to life and limb that has already resulted in such practices. A plan that has been used on similar lines is the giving of prizes to school children for essays on the dangers of railway trespassing and like subjects.

(To be continued.)

WHICH SHALL IT BE, A COMMON INTEREST, OR A SELFISH INTEREST?

By C. A. Allen, Asst. to the Genl. Manager, Lines West.

THE following interesting discussion under the above caption, is the product of the pen of one of the best posted and most highly respected officials of the Erie Railroad. It is most certain that it will be read and appreciated by his many friends.

The article was written at a time when Mr. Allen was snowbound in his home at Galion, Ohio, although it happened in the early part of November. Not being able to go out on the road, he concluded to pay his respects to Erie men through the columns of this Magazine.

This is what Mr. Allen says:

A majority of the great family comprising humanity, are asking themselves the question, "what is life going to do for them, instead of what are we going to do for life."

These are two important propositions, involving questions that are diametrically their opposites in application to the daily affairs of life, in which human agencies play a part and cover the entire field of human endeavor.

As this article is intended more particularly for my Erie acquaintances and friends, let us apply the two thoughts to our individual selves, honestly, (I don't mean to say, or imply, that any of us are dishonest) and observe the effect on conscience.

The first question then is, what is the Erie railroad going to do for me!

It is plainly apparent, from the language of this question, that it is of a selfish nature.

Selfishness being nothing else than love of self, and the natural feeling that impels every man practicing it to seek his own good, deprives those he represents, or is working for, of the common interest that should obtain, in order that the welfare of both may be conserved.

Now, for the other proposition, or question, "what am I going to do for the Erie Railroad?"

This question at once suggests a common interest, devoid, entirely, of selfishness and indicates a desire to act and work in harmony with all concerned, and at all times and under all circumstances, for the betterment and welfare of the Erie R. R. It, also, is the embodiment of the true spirit of loyalty that means so much.

Selfishness is a moral poison in the soul of its possessor, which we, who have knowledge of its existence, clearly understand.

For the man who asks himself, what am I going to do for the Erie? the field for him is broad and opportunities many.

The value of his efforts will be measured by the benefits the company deserves from his services. This applies to the officer, as well as the rank and file.

The first thing is to practice cheerfulness, willingness, close application to every duty, observation and obedience of all company rules and regulations, that good discipline may prevail, and, thereby, promote best interests.

To perform these moral obligations, only requires courage, nerve and determination. Somewhere among the thousands of little nerve wires in our anatomy, are connections with our head, hands, eyes and souls, that contain stored up energies, sufficient to carry out the common weal plan, as observed in the question, "what am I going to do for the Erie Company?"

QUALIFYING AS AN EXPERT.

"Why are you investigating automobiles so thoroughly? Going to buy a car?"

"No; but I want to be able to butt in with advice when I see one stalled in the street."—Louisville Courier-Journal.

Many a man has discovered that the bonds of matrimony are not exactly giltedge securities.

MORE GOOD WORK AT SHOP TIME-KEEPING AND ACCOUNTING.

(Crediting same to young men of Mechanical Department.)

A representative from the Auditing Department checked the piece-work time keeping and accounting in Susquehanna shop for the month of June, 1913, and the total of errors found were as follows:

Underpayments $26.18, overpayments $20.67, net underpayments $5.51.

The total pay-roll for Susquehanna shop is $35,000.00 to $40,000.00 per month and, in view of the fact that the total errors amounted to less than $50.00, this is considered a very fair showing.

The Auditor says in the course of his report, that the "examination of the time books and time slips developed that there is still a little room for betterment, although a decided improvement is noted over the previous examination. The time-keeper was responsible for 8 wrong entries, which does not make a bad showing, considering the large number of timeslips handled. There were 5 errors found in the footings in the time books, for which errors the clerks of the office were responsible, as these books were checked after the time keeper had prepared the time ready to place on the pay roll."

The other errors considered were time slips being made out incorrectly, such as wrong dates, no date, no occupation, wrong occupation, etc. These errors, however, were distributed among the gang foremen, as well as piece-work checkers and we expect that a large part of this will be eliminated in the future.

The young men having charge of this work in Susquehanna shop, are interested in their work. There are thousands of forms 3318 and daily time slips, form X 656, to be handled every month and they are putting forth their very best effort to accomplish this work without any mistakes and, as "practice makes perfect" there will, no doubt, be a marked improvement when the Auditor makes another check of Susquehanna shop time.

The names of the young men responsible for this good work are as follows:

Piece Work Checkers: R. A. Lyons, J. A. Munson, F. D. Hall, Locomotive Dept. Susquehanna shop; W. Van Antwerp, Car Dept., Susquehanna shop; H. C. Hobbs, Car shop, Elmira; Justin Gill, Car and Locomotive shop, Corning.

The time-keeper handling the daily time slips for work referred to above, was Mr. John H. Reed.

JUST AS CLEAR AS MUD.

To a great many people, figures "en masse" make dry reading, but even the accounting department, now and then, has its figures interspersed with something interesting, as the following letter, addressed to the Auditor of Freight Accounts, will show:

"Dear Sir:

We get an lether from jou abouth the overcollection $1.53 of the H. H. goods That I sent April 7th from paterson, N. J. to ————. Wel I feel sorry that I kann sent to jou the freight bill We kenn find him no more Buth I hoop jou will sent justh as well the mony to me.

Myn name is————.

It is needless to add that a draft for the amount referred to was promptly forwarded.

BASKETBALL BEAR CATS.

The Erie Tearaway Basketball Team consisting of Tom Clynes, J. F. Short, A. Solomon, A. Cohn, Dave Brown, Aug. Neuman, H. Leddy, Joe Hutton, G. Hall, Chas. Dilger, M. Keyes, Roy Adair, H. Townsend, W. Sally, C. Priore, G Traynor, R. Den Braven (Mascot), and Miss E. M. Mulgrew, from Mr. A. Ross's office, are willing to combat with any Basketball Team on the New York Division.

THESE ARE "ERIE TERRORS."

The clerks of the Jersey City Storekeeper's office, have organized a Basket Ball Team, under the name "Erie Terrors" and are desirous of booking games with teams of like class, averaging about one hundred pounds, along the Erie Lines.

Address all communications to H. Leddy, c/o A. Ross, Storekeeper, Jersey City, N. J.

The world is full of resurrections. Every night that folds us up in darkness is a death, and those of you that have been out early and have seen the first of the dawn will know it. The day rises out of the night like a being that has burst its tomb and escaped into life.—George Macdonald.

It's all right to have things in apple pie order, but some of us don't like apple pie.



OFFICIALS OF THE ERIE RAILROAD, FIFTY YEARS AGO (See Page 659).

From left to right—H. B. Smith, Superintendent Susquehanna Division; Solomon Bowles, Superintendent Rochester Division; Hugh Riddle, Superintendent Delaware Division; J. W. Guppy, Assistant General Superintendent; Charles Minot, General Superintendent; Henry Fisk, Superintendent Buffalo Division; Henry Hobbs, Superintendent Eastern (New York) Division; H. G. Brooks, Superintendent Western (Allegheny Division).

ERIE OFFICIALS IN 1863.

On the opposite page will be found a group of Erie Railway officials in the Operating Department, 50 years ago, or in the year 1863.

While it is believed that what the Erie Railroad is accomplishing today is of more general interest than what it was and did a half century ago, still an occasional reference to the old days and to officials who have passed to their long reward, cannot fail to be regarded with interest by all Erie men of today, inasmuch as it is part of the Erie's history.

It will be noted that all but two of the old-timers shown in the group were Division Superintendents. They were, as they appear in the group, reading from left to right, H. B. Smith, Superintendent, Susquehanna Division; S. Bowles, Superintendent. Rochester Division; Hugh Riddle, Superintendent, Delaware Division; H. C. Fiske, Superintendent, Buffalo Division; Henry Hobbs, Superintendent, Eastern (now New York) Division and H. G. Brooks, Superintendent, Western (now Allegheny) Division.

Numbers 4 and 5 in the group, are J. W. Guppy, Assistant General Superintendent and Charles Minot, General Superintendent.

Little could be learned of the later history of these officials, although it is known that H. G. Brooks afterwards became head of the great Brooks Locomotive Works at Dunkirk, New York, an industry that grew and won fame as being among the largest and most perfectly equipped locomotive building plants in the world, giving employment to hundreds of men and being the principal industry of the pretty city on Lake Erie, the western terminus of the Allegheny Division.

Another in the group who won world-wide fame, was Charles Minot, General Superintendent, who had the honor of being the man who sent the first train order over a commercial telegraph wire, using the Morse code. This famous train order was transmitted in 1851 from Turner Station (now Harriman) to Goshen and read as follows:

"To Agent and Operator at Goshen,
"Hold the train for further orders. Conductor and Engineer Day Express. Run to Goshen regardless of opposing train."

On May 2nd, 1912 the sending of this historic message was celebrated with due ceremony at Harriman, N. Y., when a beautiful monument commemorating the happening, was unveiled and speeches eulogizing Mr. Minot, were made by distinguished orators. This monument stands to the right of the Eastbound main track, about 200 feet west of Harriman Station, or nearly half way between the site of old Turner Station, now razed and the present Harriman Station.

An interesting feature of this group is the style of dress and footwear. Each and every man has his feet encased in boots, which, evidently, were in fashion those days. The style of whiskers gives the impression of rural custom. Leaving all this aside they were a bright lot of men and conducted the affairs of office with great credit to themselves and the Company.

DON'T WORRIES STILL THRIVE.

On December 18 last, the Erie's famous "Don't Worry" Club, held its annual meeting at Grefe's Assembly room, Grove and Ninth Streets, Jersey City.

It was announced by Treasurer F. A. Waldron, that the organization has $3,000 to its credit in bank, as a reserve for the sick and death benefit fund, and this greatly pleased the members, as it will please all Erie men, when they read about it.

An election of officers for the ensuing year was held, with the result that the previous officers were re-elected. They are as follows:

President, Herbert E. Young; vice-president, Joseph Cairns; secretary, Frederick W. Atherton; treasurer, Frank E. Waldron; sergeant-at-arms, John J. Snyder; trustees, F. W. Swan, chairman; William Hakemeyer and Henry Chadwick.

After the meeting the boys assembled about the room and enjoyed a long social session.

RESOURCEFUL INFORMANT.

The sweet young thing was being shown through the locomotive works.

"What is that thing?" she asked, pointing with her dainty parasol.

"That," answered the guide, "is an engine boiler."

She was an up-to date young lady, and at once became interested.

"And why do they boil engines?" she inquired again.

"To make the engine tender," politely replied the resourceful guide.—London Tit-Bits.

A FEW "DON'TS" FOR BILLING CLERKS.

By V. Casner, Clerk, Newberry Jc., Pa.

On the Erie R. R., I think, these "don'ts" will cover a lot of faults and mistakes, that have been, and are being made, daily, by the boys along the line, they not thinking what a lot of unnecessary work they are causing their fellows.

Don't take anything for granted, use the book.

Don't fail, when copies of your billing are required, to attach same securely to N. B. in envelope for that purpose; form 274.

Don't attach an unreadable tissue copy, thinking it will serve just as well; it will be of no use.

Don't fail to show all information required on W. B. blanks; this will avoid confusion and delay at Junction Stations.

Don't fail to show full routing on W. Bs., as this often causes freight to be erroneously loaded at transfer stations.

Don't pin tissue copy to W. B., without first enclosing same in envelope, form 274. As a rule they get lost.

Don't fail, where divisions of revenue are required, to show same in space provided on face of W. B. for that purpose, showing percentage division number.

Don't fail when billing to stations that require a terminal (or arbitrary), to deduct same before prorating.

Don't fail to make commodity weight and rate plain on W. B. This will avoid trouble at junctions and transfer stations.

Don't forget, every time you get careless some other fellow gets more work.

Don't fail when you receive a correction on your billing, to take careful note of same, and try to avoid similar error in future.

Don't forget, every one of your errors make more work and more expense for the Erie R. R., extra work for your fellow employes, your Auditor, Freight Accounts and yourself, besides the expense for stationery, etc.

Don't forget, a little carelessness today on your part, will make a lot of work for you tomorrow.

Don't forget, when making C. W. B. for cars to prepaid stations, to show if shipment is prepaid. This causes many cars to be held up at Junction points, waiting for revenue W. B.

Would suggest as a remedy for above errors, that the Station Supervisor, or some other division official, take up the matter with agents and insist on correct billing being made at all times thereby avoiding this unnecessary work and delay—to say nothing of the expense.

Cincinnati Division Don'ts.

Don't think because an automatic block shows red, that it is out of order. Proceed with caution.

Don't simply close the switch, but be sure it is locked.

Don't let any defective conditions discovered by you go for the other fellow to report. Do it yourself.

Don't think because you are asked to make an explanation of any occurrence on the road, that fault is necessarily being found with you.

Don't use sand over interlocking plants. It is positively against the rules and seriously interferes with the proper operation of the machinery.

Don't attempt to pull into a switch, particularlly in stormy weather, until you know that the switch has been properly cleaned and switch points set up properly.

Don't knock the company you are working for. A knock never betters conditions. Be a booster.

Don't forget that your building may burn. Keep rubbish cleared away and fire protection in good condition at all times.

Don't allow "bums" and loafers in your station. They take up the room of your passengers.

Don't slam doors to close them, If they are out of order, report them, so they can be repaired.

Don't fail to keep bridges in proper surface and repair.

Don't allow the end of a bridge to become low. It makes a bad jump for a passenger train.

Don't write on or mutilate advertising boards displayed on stations, or allow others to do it. The ads. appearing on these boards are paid for and should be protected by agents and other employes having the Company's interests at heart.

Don't fail to keep bridge seats clean of cinders and rubbish. It deteriorates the metal.

Don't fail to use common sense in all matters, then you will have less trouble.

Don't fail to inspect all bridges at proper intervals.

Don't lay down for a short nap after once called. Get right up and avoid delay to your train.

ERIE R. R. CLERKS M. B. ASSN.

The annual meeting of the Erie Railroad Company Clerks Mutual Benefit Association, was held in Room 274, 50 Church Street at 5:30 P. M., December 10, 1913.

The following officers were elected for the ensuing year: L. V. R. Clum President; J. Hurty, Vice-President; H. G. Post, Secretary; J. P. Hogan, Treasurer. Directors, H. N. Clawson, A. E. Weiant, A. Tallman, G. Jerolemon, J. Healy.

The following statement of receipts and disbursements was read:

Balance on hand, January 1, 1913, $102.62.

Total received, account dues, fines, initiation fees and int. $5,719.41.

Expenditures:

Six deaths, $600.00.

Salaries, stationery and postage, and other expenses, $93.00.

Account of withdrawals, $11.00

Emergency fund, $100.00

Accumulated funds distributed to members, December 15, 1913, amounted to $4,553.23, or to each full-term member, $9.84. The December dues were not collected, but a receipt given to each member for that month, when the distribution was made.

The Officers and Members earnestly request your co-operation for the year 1914. Applications for membership can be secured from the Secretary, Mr. H. G. Post, Room 274, 50 Church Street, New York City, or from Collector in each department. The dues, $1.00 per month, are PAYABLE IN ADVANCE, on the first day of each month, with an initiation fee of $.50.

This Association was organized in the Car Record Office at Jersey City, nineteen years ago, and has grown to a membership of nearly five hundred, embracing clerks and heads of departments in offices in Jersey City and New York.

The motive is two-fold: to encourage a systematic saving each month, and to render assistance in the hour of bereavement.

It has been a great pleasure to the organization to render assistance when death has taken from our ranks a fellow worker, and, also, each year at Yuletide, to distribute our accumulated funds.

The Officers and Members take this opportunity of wishing you all A Happy New Year.

RETIRES AFTER 42 YEARS.

When ill-health compelled Mr. T. P. Reeder to sever his connection with the Erie Railroad, another faithful quit the service.

Mr. Reeder entered the service of the Erie Railroad as Extra Agent and Operator, Dec. 1, 1871, working at various stations on the Susquehanna Division, at which time there were very few sound operators, most of the



T. P. REEDER.

boys along the line using the tape machine. Mr. Reeder continued to work as Operator and Helper at stations until Jan. 9, 1876, when he was appointed Agent at Tioga Centre by C. W. Gardner, Superintendent, on which date the first telegraph office was opened at that point.

April 1, 1880, he was transferred to Campville as Agent. June 15, 1883, he was made Agent at Big Flats and remained as such at that point until Dec. 10, 1913. Mr. Reeder states that he has been with the Erie Company through adversity and prosperity, and regrets that ill health makes it necessary that he step out of harness with the "Old Reliable."

Many a promising college youth becomes addicted to the pernicious habit of study who might have been a fine athlete.

THE APPRENTICE SCHOOL AND THE SHOP, FROM A TEACHER'S VIEW.

By H. E. Blackburn, Apprentice Instructor, Dunmore Shops, Erie R. R.

THE most difficult feature of educating boys for the various trades, is in securing a man for an instructor that has a real knowledge of what is actually going on in the shops.

It is an old saying that, "it is not what you think you know, but, what the boys know you know," that helps to make the shop out-put look good to the management.

Providing the instructor has both the theory and the practical part of the trades, down to the satisfaction of all concerned, he must next be able to keep the boys interested in the school and shop work, through his personality as a teacher, or his capacity as such is lost.

The main point should be to hold the good will and respect of all the boys. This can generally be obtained by a free use of "tact".

Methods, discipline, and authority, may be fine points in law, but when it comes to the "now or never time", it is fatal to force a boy to do a thing against his own will or limitations. It is much better to treat him with due consideration, until he can help himself without the aid of force.

In order to impress the boys, the instructor cannot encourage any undue familiarity, and the "Don't" signs of discipline will never be in evidence unless the instructor is one of the unreasonable and nagging variety. The act of dismissing, and hiring boys, or scolding them, is not good management.

If the instructor wishes to win out with boys worth while, he must use the pleasing-personality hammer in place of the rule of force; for, while talent is one little thing cultivated at college, tact is everything, when it comes to discipline, or in imparting the lasting kind of knowledge, that it so much needed in the apprentices' course of learning.

In some cases the judgment of Solomon is needed, in order to select the right boy, at the right time, for the right trade. Anybody can tell what the boy will make after he has served a year's time of his course in the shop. It may be too late then. The point is to pick out the right boy at the start, and the most valuable asset for an instructor to have, is to be a good judge of human nature, for without this trait the instructor will never be able to find better material for mechanics.

It is a habit with most instructors to forget all about the boys after the whistle blows for six o'clock, when really, the best time to look for good material is after dark. Good material seldom looks around for a job, and it is up to the instructor to visit some of the night schools, Y. M. C. A. classes, or the public library, for recruits to fill the places of the graduating apprentices. The Federation teachers of the industrial arts, are always willing to unload their "grads" upon the shops, but a great many of the "grads" don't seem to know just what part of the trade they like best. What they need is a vocational guide, as it were.

Benjamin Franklin said that "today is yesterday's pupil." Today's greatest problem in the labor world is to find skilled help.

The parents, schools, and the lack of means to explain how a thing is done, are to blame for many misfits, as to the child and his calling or talent from the age of five to fourteen. During this time most of the children flounder around trying to do that for which they are not fitted, just because their parents misunderstand the laws in regard to the dignity of labor. False pride makes more "bum" doctors and lawyers out of material that nature intended for mechanics, than any one cause. For of all the work that produces results, nine-tenths must be drudgery.

The youth who is pushed through college in the steps of his father, does not as a rule work out his own salvation. If the parents or public school teachers would introduce more of the kindergarten teaching, and less of the "fads" toward a smattering of culture, there would be more of the we-know-how "grads". Children must be taught the primary principles about the industries when they are at play, for they are then curious; and the public school course should have actual working hours similar to study hours, so as to find who is who among the children, as to future doctors, lawyers, merchants, priests or mechanics.

Having a class of boys that are interested in the locomotive, the in-

structor should not start out to teach the entire class "Heave-ho" methods of pulling together. Teach each boy to pull for himself, so that he may, in time, be able to pass the boy ahead of him in his class record. Teach him to act for himself without being told about the same thing over and over again; for teaching now means that the boy must stay taught after the first application and this can only be accomplished among willing and interested boys, by the use of charts and models. It has been proven at Columbia College, New York, that the Edison way of using the moving picture machine is the only way of answering the many difficult questions that fail to "get across" during study hour in the class room. The "human element" is generally apt to go wrong, but a chart or model of the right kind, is always on the job for the boy who really wants to learn, and it is a great help to the instructor, when he is pushed for time, to send the inquisitive boys to the various charts for information.

It is a sad fact, that we always remember the things we should not, such as scandal, etc., while the things in books worth while, are soon forgotten. A radical of old "soup to nuts" school has it that most books of the popular variety are only published to sell paper and to keep the printers out of the poor house. Perhaps this radical was never able to obtain any relief from books of this kind, when he was up against it in the shop; or perhaps he could not swallow the following, which is taken from a school arithmetic: "If by that particular rule known as addition, we desire to arrive at the sum of two added to two, we should find that the sum of the two given, added to the other two, would be four." This is the knowledge of Digits, their combination and computation between themselves, as well as with units. The only relief for the "soup to nuts" man is "I should worry", or "What's the use." A text book can hardly be of much help in attaining the skill that is so necessary in any mechanical pursuit, for skill is largely a matter of labor and time.

The employer of today asks you, "What can you do?" along with "what do you know?" and you can make of yourself and for yourself, anything to which you set yourself, providing you have talent for your work.

So-called efficiency engineers have advertisements in all of the popular magazines asking you to cut out their "ad.", place it in a letter with fifty cents as a guarantee of good faith, when they will send you instructions by return mail, as to how you can make five hundred dollars a month after taking twenty-four lessons. This is another way to make up for the time the boy has lost in surveying street corners after dark, in order to become a civil engineer.

(To be continued.)

YOUNG DUNMORE MACHINIST.

One of the rising young machinists at the Dunmore Shop, is Michael J. Barret. Up to May 29, last, Barrett was a member of the apprentice corps, but, having served his time gained promotion to the ranks of the seniors.



MICHAEL J. BARRETT.

Barrett is a native of Scranton, Pa. He came to the shop with a letter stating that he wanted work and the Foremen have been busy keeping him supplied with same ever since.

He passed the sixth grade grammar school and then attended the night class of the International Correspondence School for one term.

Having passed the Erie Apprentice School Examination he entered the service of the company at the age of 16 and proceeded to use his hands more than his head, until finally he was taught a better way and then used his head, when his progress became very rapid and he managed to work out all the problem sheets during his first year.

He reviewed same and completed his Mechanical Drawings in his second year and then sought knowledge from I. C. S. Books, of which he has a complete set. His scholarship averaged 85% while his shop efficiency was 75%, his average daily attendance was 22 days per month, personality "B" and was advanced as follows:

Frame Work, Roundhouse, Shoes and Wedges, Guides, General Floor, Spring Rigging, Boiler Mounting, Cylinder Work, Cab Work Rods, Tool Room, Gen. Lathe, Planer Shaper, Boring Mill and Piston Lathe.

The picture shows Barrett grinding a throttle valve at the Dunmore Shop.

"PAT" FINLEY PUTS ONE OVER.

In a recent issue of this Magazine appeared a story sent in by one of the Erie's wags, which told of how Pat Finley caught mail bags while his train flew past stations.

Pat is not resentful, but bides his time and when it comes, he retaliates. He has waited some time to get even, but, alas, "Everything comes to him that waits" and Pat has squared the account. He also asked to have the facts printed in the "Erie Railroad Employes' Magazine," that all the boys read.

Among the employes of the tool room at Croxton is Ray B——p. On the 21st of November, last, Pat says, Ray was about to start for home. It was dark and while he was walking along in the yard and when opposite "J. R." Tower, a train containing a car of dressed hogs went by, bound for Jersey City. As the car passed Ray something dropped from it and falling between cars, uncoupled the air and set the brakes.

One of the crew shouted that there was something under the wheels and Ray assisted in the investigation. Everybody was eager to learn what the object was and thinking it was a man, they became greatly excited. Ray, Pat declares, shouted, "The Lord save us, that poor man is badly cut up; Heaven help his poor family."

"He surely is," replied the engineer, Everyone said the man was from Snake Hill. "Are you sure", asked "Eagle Eye." "Anyway," Ray said to the Conductor, "notify Jersey City and tell them there's a man cut up in Croxton Yard and we think he's a lunatic from Snake Hill, for he hasn't on a stitch of clothes."

Pat thinks this will hold Ray for a while, or until he learns the difference between a man and a hog.

PUBLIC ENEMIES.

By Walt Mason.

If you build a line of Railway, over hills and barren lands,
Giving lucrative employment to about a million hands;
If you cause a score of cities by your right-of-way to rise,
Where there formerly was nothing, but some rattlesnakes and flies;
If when bringing kale to others, you acquire a little kale,
Then you've surely robbed the peepul and you ought to be in jail.

If by planning and by toiling, you have won some wealth and fame,
It will make no odds how squarely you have played your little game;
Your success is proof sufficient, that you are a public foe—
You're a soulless malefactor, to the dump you ought to go;
It's a crime for you to prosper, where so many others fail.
You have surely robbed the peepul, and you ought to be in jail.

Be a chronic politician, deal in superheated air;
Roast the banks and money barons, there is always safety there;
But to sound the note of business, is a crime so mean and base,
That a fellow guilty of it, ought to go and hide his face—
Change the builders' song triumphant, for the politicians' wail,
Or we'll think you've robbed the peepul and we'll pack you off to jail.

IT JUST SUITED HER.

First English Militant: Do you believe in rocking the cradle?

Second English Militant: Sure, where are the rocks?—Judge

It seems worthy of remark that France took almost half of the large coffee crop of Jamaica last year, amounting to $1,336,976, the United States took only 19.5% of this excellent article, and the United Kingdom only 9.7% of this valuable crop of its important West Indian island.

Adam at least couldn't lay claim to being a self-made man.

TALKS *with the* OLD MAN



The Old Man and Gaffney, when they met around the first of January, had a heart-to-heart talk about things in general and particularly about things on the road.

"Have you made any good resolutions for 1914?" asked the Old Man, dryly, as he looked Gaffney straight in the eyes.

"I have resolved to quit smoking other people's cigars," answered Gaffney, with a sinister grin, "for the variety of brands is affecting my brain seriously."

"Then cut it out," said the Old Man, "for if you get your brain befogged with tobacco smoke you cannot figure correctly how conditions are on the line."

When this little sally had ended the Old Man sat a moment and looked out of the window as though to gain inspiration. Then he began. "Gaffney, have you discovered anything worth disseminating, while calling at the various points?"

"Yes, Boss," he answered, "I have picked up some very valuable information, embodying figures and I think it will furnish quite some surprise, when those concerned look them over." Then Gaffney went down into his inside pocket and fished up several documents held together with a brass clip. Unfolding the bundle, he started to fill the Old Man's mind with figures galore, and, as they were read, the latter bent low and placed his hand to his ear, lest he might lose something. He never was more interested in anything Gaffney had to offer.

"I have learned that during the month of October, 779,634,664 tons of freight were moved one mile, with an average of 56,140 system, foreign and private freight cars in service. Have also learned that these cars averaged 26.74 miles per car per day. At the time conditions were exceptionally favorable for prompt movement.

"In November, when conditions were in no way better, the average was 28.62 miles per car per day. You will be pleased, I am sure, to know that the November performance exceeded all previous records.

"Now, had the October average been equal to that of November, the same tonnage would have been handled with 6,163 less cars on line, which would be equivalent to 191,053 car days.

"In this connection, I wish to place special emphasis on the following: The expense saved in per diem alone would have amounted to $85,973.85; yards and terminals would have been less congested, while the benefits accruing to the Company, by reason of giving freight expedited service, cannot be estimated, and the prompt movement of freight equipment, as you know, does not mean reduction in train tonnage, the MOST IMPORTANT item in connection with net revenue. Statistics show that, on the average, eight out of every ten hours freight cars stand still in terminals and at stations; therefore, the speed of freight trains is a negligible factor in the average miles per car per day.

"And here is another important point to bear in mind. Although the performance in November was better than during any previous month, it was far from being satisfactory, and much less than it will be in future, when conditions are as favorable for expedited movement as at that time, if the party directly concerned will feel that he is responsible for delay to equipment and will do his part in making each and every one of the freight cars under his immediate jurisdiction, return to its owner, or temporary lessee, maximum service."

When Gaffney had finished his peroration, the Old Man gazed at him with bewildering admiration.

"Your statistical information," said he, "is voluminous, but none the less valuable and to the point; in fact, I am sure you have started the New Year right. You know 1914 bids fair to be a banner year on the Erie. The new double-tracking will bring about far different conditions for the better, and we must be right on the job to keep things moving in proper shape."

The Old Man was pleased far more than even his looks indicated and, as he took leave of Gaffney, it was with a warm hand-shake, that the First Lieutenant interpreted to mean THANK YOU.

ORDER OF THE RED SPOT.

JANUARY MEMBERSHIP.

New York Division and Allied Lines.

Engine No.	Engineer.	Fireman.
11	J. H. Linley	F. Daley
12	J. M. Haggerty	M. R. Moran
514	W. A. Johnson	J. C. Meyers
517	D. J. Ackerman	E. J. Brower
522	W. French	C. N. Knapp
526	W. G. Cole	J. J. Coneys
590	J. O'Brien	F. C. Holley
618	J. Ahern (days) W. Clauson (nights)	
793	H. W. Smith	P. J. Leonard
813	W. O. Cutler	J. J. Reilly
820	E. M. Carlough	B. M. Cable
826	G. Wallace	G. Eckerson
830	W. E. Captain	E. R. Merritt
831	T. Duffy	E. G. Jacobus
850	W. Van Dine	W. F. Johnson
900	S. F. Ballam	P. J. Kane
937	H. N. Palmer	W. E. Sarno
950	A. Garrabrandt	F. Demarest
955	D. O'Brien	W. McMahon
963	C. F. Handy	A. Knarich
964	G. M. Beatty	C. A. Johnson
965	H. L. Sarvent	J. E. Green
966	H. Schmoll	S. Seidler
968	S. Evans	J. J. McIver
970	H. Springstead	F. Vernon
2503	J. Downs	J. Reugger
3037	W. Crane	R. A. London
3038	F. Fitzgibbons	H. Paffenroth
3042	A. O. Roberts	F. M. Wood
3043	W. E. Bolkcom	O. D. Carpenter
3044	A. H. Barley	J. E. Boyd
3045	F. Beatty	J. W. Wellon
3046	W. Thomas	O. J. Mills
3047	R. E. Moore	T. R. Davis
3049	W. Coleman	B. T. Miller
3050	D. Brahaney	F. Hall
3059	W. H. Balmos	W. Brown
3064	E. J. Murphy	M. Grathwohl

INDOOR BASEBALL, CHICAGO.

The Erie boys at Chicago have organized a team of the following players: Baltazore, Lamb, P. Gustafson, Hagedorn, Fischer, Mgr., Jamieson, Burke, Jordan, A. Mathey, B. Mathey, Sweeney, Wilson and Martin, and are out for the championship of the "Railroad Indoor Baseball League of Chicago," which was organized to bring the clerks of the different railroads closer together.

The scores of the games played are: Erie 5, I. C. 10; Erie 18, L. S. & M. S. 8; Erie 10, C. & E. I. 0; Erie 20, C. G. W. 8.

The standing of the teams in the league to date, is as follows:

	W.	L.
I. C.	5	0
Erie	3	1
Soo Line	3	1
C. & E. I.	2	3
C. M. & St. P....	1	3
C. G. W.	1	3
L. S. & M. S. ...	0	4

The boys are making a good fight to uphold the honor of the "Old Reliable" and deserve the support of everyone connected with the Company. The last three weeks of January the Erie will meet the C. M. & St. P., Soo Line and I. C., all of which will be hard battles, especially the Soo Line and I. C., and everyone is invited to come out and root for an Erie victory, which will give the players greater confidence, and help boost the Erie.

The I. C. recently defeated the Soo Line, 7 to 4, at the Seventh Regiment Armory, at which the attendance reached the 1,500 mark, one of the largest crowds at any indoor game for many years.

DON'T BE A GROUCH.

Don't be a grouch; kind words and smiles are best;
None but the pessimist need be oppressed
By constant gloom and doubt of all mankind;
Blessings and sorrows are oftentimes combined.
Don't grumble if the plans on which you dote
Go oft awry. Just pause and note
That sunshine follows storm in every case,
And after winter, spring-smiles lighten Nature's face.
Don't be a grouch. You're not of fate the only victim left;
While health is yours you're not of hope bereft.
And out of dire disaster, if you choose,
May make a winning, where you thought to lose.
Be brave, keep cool your head and steel your nerve
To meet reverses. Let your judgment serve
To turn the lessons of the past to good account;
Stop sliding down and try your best to mount.
There's always sun behind the darkest cloud,
There's often joy in the most sombre crowd;
Life's cares are but the trials set to place
A due restraint upon gay pleasure's pace.
Look up, not down! Face trouble like a man;
Press on; don't tarry with the halting clan;
Don't rail at thorns when roses line your couch.
Just think that all is best. Don't be a grouch.

—St. Joseph's Parish Review.

The small steel screws used in watch making are worth six times their weight in gold.

ERIE OFFICIALS BANQUETTED AT MARION, OHIO.

IN view of the recent official changes on the Erie Railroad, which affected Messrs. H. O. Dunkle, General Manager, Lines West; E. W. Batchelder, Assistant General Manager and James Burke, Superintendent of Roadway and Bridges, a banquet was tendered them and other Erie officials, at the Marion Club of Marion, Ohio, by several business and professional friends of the thriving city.

The chief reason for entertaining these gentlemen, was to tell them at a splendidly served dinner, how well they and their associates had catered to the interests of Marion and aided in its upbuilding.

At the conclusion of the dinner the "Feast of Reason and Flow of Soul" began, and it was then that it became known how close are the ties that bind the City of Marion and the Erie Railroad together. Dr. C. E. Sawyer was announced as Toastmaster and his remarks indicated that he was fully familiar with the situation.

The Toastmaster called upon a number of others for informal addresses, in which appreciation of the officials' efforts in the past was freely voiced. Business men present assured the officials that they favor the five per cent. increase in freight rates now advocated as necessary by the railroads.

The officials in turn replied to the kindly thoughts expressed by the various speakers and assured all that, even though removed they will always hold Marion and Marion men in kindly remembrance and will not forget the splendid hospitality of local people.

Besides the honor guests, the following officials were present: J. D. Brown, assistant general passenger agent, Cleveland; C. A. Allen, assistant to the general manager, Galion; H. E. Gilpin, general agent, Cleveland; S. E. Ferguson, division superintendent, Meadville, Pa.; T. Mackrell, division superintendent, Huntington, Ind.; F. J. Moser, division superintendent, Youngstown; R. E. Woodruff, division superintendent, Marion, and W. P. Kimble, division engineer, Marion.

The following business and professional men were present: Judge, W. E. Scofield, Dr. C. E. Sawyer, Warren G. Harding, J. F. Prendergast, J. A. Schroeter, George D. Copeland, George B. Christian, Sr., C. L. La Marche, Wallace Wilson, D. R. Crissinger, O. S. Rapp, George B. Christian, Jr., D. A. Frank, D. W. Evans and James R. Smith.

ERIE M. B. ASSOCIATION.

The annual meeting of the Erie Mutual Benefit Association, was held in room No. 750, 50 Church St., on Saturday, December 20, 1913. The following officers were elected for 1914: President, John J. Smith; Vice-President, A. Sorenson; Secretary, J. J. McGolrick: Treasurer, J. F. Sheller.

The constitution was amended to provide for the retention in the association of members retired on pension, and the date of the annual meeting was changed from the third to the second Saturday in December. The accumulated funds were divided among the members, after laying aside $1,000 to provide against death claims, in accordance with the constitution, full term members receiving $2.90 each.

Resolutions of condolence with the family of Charles McCloud, a former President of the association, whose death was announced in the Erie Employes' Magazine for December, were passed, and a vote of thanks to the retiring officers brought the meeting to a close. The membership at the end of December was 640.

MR. A. N. DUGAN RESIGNS.

After several years of faithful service, Mr. Arthur N. Dugan, Chief Clerk to former Vice-President J. C. Stuart, has resigned from the Erie Railroad's employ.

Mr. Dugan has become affiliated with the Bronze Metal Company, and for the present will be located at the Meadville, Pa., plant.

The very best wishes of a wide circle of friends accompany him in his new field of endeavor.

Even the man who isn't self-made may have something else to boast of that will make people just as weary.

Have you ever noticed that the man who insults you is always bigger than you are?

NEW OPERATING OFFICIALS.

The pictures accompanying are of two new Operating officials of the Erie Railroad, coming under the recent changes, which occurred on Jan. 1.

The word "new" is used advisedly, for neither is new on the official roster. Mr. Lincoln, as his record shows, was a former member of the Erie family, while Mr. Shafer has climbed gradually through various grades, until he reached by his recent promotion, the position of Division Superintendent.

To each is extended the Magazine's greeting, a wish for his success, good health and happiness and the hope that he may find an occasional hour or so to contribute something to the Magazine, that may tend to the general welfare.



MR. F. B. LINCOLN,
(Genl. Supt., Erie Division.)

Following is Mr. Lincoln's service record.

Born New York City, October 1867.

Educated in the public schools in New York and Connecticut. At private schools in England and New York University.

Entered service of Erie Railroad May 1887, and served on general Engineering Corps under Charles W. Buchholz as Rodman, Transitman and Resident Engineer until June 1892.

June 1892 until December 1892, Assistant Engineer, Allegheny Division, Erie Railroad.

December 1892 until November 1895, Assistant Engineer, Susquehanna Division, Erie Railroad.



MR. A. B. SHAFER,
(Supt. N. Y. S. & W. Division.)

November 1895 to May 1897 Train Master, Toby Branch, Erie Railroad, in charge of Maintenance and Operation.

May 1897 to December 1898, Agent, Erie Railroad Company at Salamanca.

December 1898 to March 1902, Superintendent Tioga Division, Erie Railroad and Blossburg Coal Company.

March 1902 to October 1903 General Manager, Buffalo & Susquehanna Coal & Coke Company.

October 1903 to February 1904, Special Agent for Vice-President & General Manager, Erie Railroad Company.

February 1904 to August 1905, Superintendent, Susquehanna Division, Delaware & Hudson Company.

August, 1905 to October, 1905 Superintendent of Construction, Delaware & Eastern Railway.

October 1905 to March 1906, Superintendent of Construction,

O'Rourke Engineering Construction Co., Grand Central Terminal work, New York City.

March 1906 to January 1st, 1914, Assistant to Receiver, Pittsburg, Shawmut & Northern Railroad.

January 1st, 1914, appointed General Superintendent, Erie R. R. Co.

Arthur Bointon Shafer was born April 19th, 1871, at Milford, N. J. Learned telegraphy on Pennsylvania R. R. at Milford, N. J., and was given a position as extra operator by this Company in June, 1887.

Accepted position with Lehigh Valley R. R. as operator at Wilkes-Barre, Pa., January, 1889, remaining with this Company until May, 1890, when he accepted position with Lehigh & Hudson Railway as agent at Franklin Junction, N. J.

October 1890 accepted position with the C. N. E. & W. R. R. as operator at Canaan, Conn., and with the N. Y. & N. E. R. R as extra operator, in March, 1891. Returning to Franklin Junction as agent, with the L. & H. R. R., August 1892.

Accepted position with W. B. & E. R. R. as agent at Clifton, Pa., June 1894.

Transferred to Jersey City, N. J. S. & W. R. R. as Dispatchers Operator October, 1894.

Promoted to dispatcher N. Y. S. & W. R. R., March 1895, and to Chief Dispatcher, September 1904.

Appointed Trainmaster W. B. & E. R. R., March 1906.

Appointed Assistant Superintendent N. Y. S. & W. and W. B. & E. R. R., April 1913.

Appointed Superintendent N. Y. S. & W. R. R. and W. B. & E. R. R., January 1st, 1914.

ARRIVALS FROM ABROAD.

The following statement will be of interest, showing, as per Government reports, the number of Immigrant Aliens admitted to the United States, in the month of September, 1913.

Races.	
African (black)	825
Armenian	898
Bohemian	1,168
Bulgarian	682
Chinese	255
Croation	6,011
Cuban	728
Dalmatian	565
Dutch	1,322
East Indian	30
English	5,679
Finnish	1,532
French	2,235
German	8,102
Greek	1,714
Hebrew	18,141
Irish	4,524
Italian (North)	4,586
Italian (South)	31,804
Japanese	806
Total Men	86,983
Races.	
Korean	13
Lithuanian	2,810
Magyar	2,793
Mexican	2,390
Polish	14,397
Portuguese	1,014
Roumanian	1,927
Russian	3,963
Ruthanian	3,578
Scandinavian	4,384
Scotch	1,832
Slovak	2,575
Spanish	783
Spanish-American	232
Sytian	886
Turkish	182
Welsh	501
West Indian	192
Other people	388
Total Women	49,264

Immigrants debarred from entering U. S. Men, 1,736.

Immigrants debarred from entering U. S. Women, 601.

Citizens of the U. S. returning from abroad Men, 25,476.

Citizens of the U. S. returning from abroad Women, 24,575.

Immigrants entering U. S. during year ending June 30, 1913, 1,197,892.

CHARMS OF LABRADOR.

People are not apt to think of Labrador as a particularly delightful land to dwell in. No tourist thinks of going there for a Summer vacation. Yet if Mr. H. H. Prichard's impressions, gathered while hunting big game, are to be accepted. Labrador possesses charms of scenery that it would be difficult to match elsewhere in the world. The words that he quotes from Saltatha, a "Yellowknife Indian," best indicate the nature of these scenes: "You say the kingdom of heaven is good, my father, but tell me, is it better than the land of the musk ox in Summer, when the lakes are sometimes misty and sometimes blue, and the loons cry often? That is good, my father, and if heaven is better I shall be willing to dwell there until I am very, very old."

THE ERIE ROLL OF HONOR

EMPLOYES, WHOSE NAMES APPEAR BELOW, HAVE BEEN AWARDED CREDIT MARKS FOR MERITORIOUS SERVICES.

J. E. Stanton, Clerk,
Terminal Division.

N. Carpenter, Assistant Foreman,
New York Division.

A. D. Lake, Operator,
New York Division.

A. J. Dillon, Engineer,
New York Division.

J. De Voe, Track Foreman,
New York Division.

C. V. Romaine, Brakeman,
New York Division.

C. Madelener, Fireman,
New York Division.

J. E. Smith, Engineer,
New York Division.

B. Rinkavage, Engineer,
Delaware Division.

B. T. Hemstrought, Operator,
Susquehanna Division.

J. Dee, Operator,
Susquehanna Division.

Mathew Fowler, Lampman,
Susquehanna Division.

F. E. Carpenter, Operator,
Susquehanna Division.

J. J. Maroney, Clerk,
Allegheny Division.

Geo. N. Lambert, Conductor,
Allegheny Division.

F. C. Huml, Yard Conductor,
Mahoning Division.

H. J. Orwig, Cross. Watchman,
Cincinnati Division.

J. Dalterio, Car Inspector,
Cincinnati Division.

M. O. Phallen, Cross. Watchman,
Cincinnati Division.

A. P. Ellis, Fireman,
N. Y. S. & W. Division.

F. W. Abel, Station Agent,
Susquehanna Division.

On a recent date while J. E. Stanton, employed as clerk in Long Dock office, Terminal Division, was returning to his home at Little Falls, N. J., he noticed a tree blown across tracks. With commendable presence of mind and good judgment he secured a lantern and a piece of red flannel from a neighboring house and flagged Train 559, and assisted crew in removing the obstruction.

On a recent date, while keeping close attention to the Company's interests, N. Carpenter, Assistant Foreman at Rutherford on the New York Division, discovered a brake rod dragging under coach 1905 in Train 154 at station. He called attention to the defect, which was made secure befor any trouble resulted.

C. V. Romaine, Brakeman on the New York Division, discovered a piece broken out of rail in westbound main track at "X.M." Tower on the New York Division and took prompt action to have defect remedied, so that no serious trouble would occur.

A. D. Lake, Operator at "J. D. Tower on the New York Division, discovered a derailed car in extra 3046, East on a recent date and called attention of train crew to it, which resulted in car being re-railed before an accident resulted.

While running Train 315 on a recent date, engine 838 developed a broken link lifter at Glen Rock on the New York Division. Notwithstanding this defect Engineer A. J. Dillon brought train to Waldwick on time.

Recognition has been earned by J. De Voe, Track Foreman on the New York Division, for discovering a bent axle on a car in extra 2022, east ot Mahwah on a recent date, and taking prompt action to have train stopped at Ramsey, where defective car was switched out of train, thereby avoiding a possible accident.

Recognition is accorded Engineer Bernard Rinkavage, Delaware Division, for having successfully operated an engine in freight service until a

total mileage of 24596 was made in this class of service, without an engine failure.

J. Dee, Operator at "S" Tower on the Susquehanna Division, discovered a brake rigging down in Train 142 and promptly reported same to Dispatcher.

F. E. Carpenter, Operator at Canisteo on the Susquehanna Division, noticed a broken stake on a car loaded with pipe in Train 1651, East and reported same, so that car was switched at Adrian for repairs.

B. T. Hemstrought, Operator at "R.X." Tower on the Susquehanna Division, has received recognition for discovering brake rigging down on car in first 80 while passing tower and taking the proper steps to have train stopped and defective rigging removed before a possible derailment occurred.

While second 77 was passing Owego station, Susquehanna Division, on a recent date, F. W. Abel, Station Agent, discovered a flat wheel on Erie car 516047 and took prompt action in reporting it, thereby preventing what might have resulted in an accident.

Mathew Fowler, Lampman at "V. O." Tower, on the Susquehanna Division, is a man who is right on the job, which is proved by the following: While giving close attention to the frogs and switches in the vicinity of above tower, he discovered a broken frog on the westbound pull-out switch east of "V. O." and took the necessary action to make frog safe for Main Line track movements, and then getting Track Foreman, trackmen and signalmen on ground and having broken frog replaced.

While watching out for the Company's interests on a recent date, J. J. Maroney, clerk in the office of F. H. Hicks, Agent at Salamanca, N. Y., Allegheny Division, discovered M. O. P. car 15556 out of route and took quick action to correct it, thereby saving the Company financial responsibility and embarrassment.

Through vigilance, Conductor Geo. N. Lambert, Allegheny Division, discovered something wrong under a car in Train 80 on a recent date. Instead of allowing the situation to remain without investigation, he jumped aboard caboose and notified Conductor, so that repairs were made and a possible accident averted.

While F. C. Huml, Yard Conductor, at Cleveland, Mahoning Division, was walking along near Union Street, he discovered a broken switch rail near the crossover and promptly reported it, so that a possible accident to train passing over it was averted.

H. J. Orwig, Crossing Watchman at Ashland, Ohio, on the Cincinnati Division, discovered a hot box on car in extra 3028 going through Ashland during a recent heavy snowstorm, when the conditions were such, that crew were unable to keep a watchout. Car was found to have broken brass and was set out from train.

James Dalterio, Car Inspector at Kent, Ohio, discovered a broken rail in Eastbound track at Kent and took quick action in notifying Foreman, who had defect repaired.

While Extra 3095, Cincinnati Division, was passing Orange St., Akron, Ohio on a recent date, M. O. Phallen, Crossing Watchman, noticed a brake-beam dragging under N. P. car 99097 and promptly notified crew, thereby preventing a possible accident.

On a recent date, Fireman A. P. Ellis, of the New York, Susquehanna & Western Division, discovered a broken arch bar on Erie car 25250 at Ash Gap, Pa., and notified conductor, with result that car was set out for repairs.

Engineer J. E. Smith and Fireman C. Madelener, New York Division, have received recognition for meritorious service. They had a layover of 12 minutes waiting for connection of Train 618 at Nanuet on the Piermont Branch. It was discovered that their engine had a right side rod broken in knuckle pin hole, and by heroic effort they took both back sections of side rod off and made temporary repairs, which enabled them to bring train to Jersey City on time.

THE SAVORY SAUSAGE.

The sausage dates back to the year 897. It has been asserted that the Greeks in the days of Homer manufactured sausages, but this prehistoric mixture had nothing in common with our modern product. The ancient so called sausage was composed of the same materials which enter into the makeup of the boudin of the French market and the blood pudding of the French Canadian. The ancient sausage was enveloped in the stomach of goats. It was not until the tenth century that sausage made of hashed pork became known. It was in or near the year 1500 that, thanks to the introduction into Germany of cinnamon and saffron, the sausages of Frankfort and Strassburg acquired a universal reputation.

THE STOVE COMMITTEE

Appointments.

Executive Department.

John C. Stuart, at his request, is relieved of the duties of Vice-President in charge of operation, and is appointed Assistant to the President, with office at 50 Church Street, New York. The office of Vice-President, Operating Department, is abolished.

Operating Department.

The following Operating Divisions were constituted, effective January 1st, 1914:

Erie Division, comprising Erie Railroad Main Line, Branches and Leased Lines East of Buffalo and Salamanca (including Buffalo & Southwestern Railroad).

Ohio Division, comprising Erie Railroad Main Line, Branches and Leased Lines West of Salamanca, and Chicago & Erie Railroad, except Chicago and Hammond Terminals.

Chicago Terminals Division, comprising Chicago and Hammond Terminals and Erie Railroad Lake Line.

Erie Division.

Offices at 50 Church Street, New York. Albert J. Stone, General Manager; Frederick B. Lincoln, General Superintendent; William A. Baldwin, Assistant General Superintendent.

Including New York, Susquehanna & Western Railroad Company, Wilkesbarre & Eastern Railroad Company, New Jersey & New York Railroad Company, Bath & Hammondsport Railroad Company.

J. C. Tucker and J. D. Cummin, Assistants to the General Manager. Martin Quick, Special Agent.

R. M. Scott, Chief Clerk; H. M. McGrath, Asst. Chief Clerk; A. E. Hoffman, Stenographer to Genl. Manager.

Genl. Supt., New York.

John Behrens, promoted from Chief Clerk, New York Division to Chief Clerk; J. W. Spangenberg, Asst. Chief Clerk; W. A. Worrell, Stenographer to Genl. Supt.; Wm. Beveredge, Stenographer to Asst. Genl. Supt.

Ohio Division.

Offices at 613 Euclid Avenue, Cleveland, Ohio. Robert S. Parsons, General Manager, John B. Dickson, Assistant General Manager.

E. H. Buhlman, formerly Asst. Chief Clerk in Genl. Manager's office, N. Y., Chief Clerk; E. B. Coyle, transferred from Transportation Department to be Special Agent.

Chicago Terminals Division.

Office at 80 Jackson Boulevard, Chicago, Ill. Henry O. Dunkle, General Manager.

New York Division and Branches and New Jersey and New York R. R.

A. C. Elston, General Agent, Chicago, Superintendent, succeeding J. B. Dickson, promoted.

H. M. Clawson, formerly Asst. Chief Clerk to Vice-President J. C. Stuart, promoted to Chief Clerk.

Delaware and Jeff. Divisions.

C. P. Eckels, Superintendent, Wyoming Division, Superintendent, succeeding W. A. Baldwin, promoted.

E. A. Sheen, Agent at Shohola, Pa., vice Mr. L. G. Gebhart, transferred.

Wyoming Division.

J. J. Mantell, Terminal Trainmaster, Superintendent, succeeding C. P. Eckels, transferred.

New York Terminal Division.

E. R. Allen, General Agent, Jamestown, N. Y., Assistant Superintendent of Terminals.

Meadville Division.

E. W. Batchelder, Assistant General Manager, Ohio Division, General Agent, Jamestown, N. Y., succeeding E. R. Allen, promoted.

N. Y. S. & W. Division.

A. B. Shafer, Assistant Superintendent, Superintendent, succeeding M. E. Johns, transferred to Superintendent of Terminals, N. Y. S. & W.

Mechanical Department.

J. W. McDonough, machinist at Marion, transferred to Kent, Ohio, as Roundhouse Foreman, vice P. J. Gallagher, resigned.

L. C. Hansen, position of night engine despatcher, Huntington, vice Geo. Hurley, transferred to other duties.

Most of us mean just what we say—at the time we say it.

HOW A LOCOMOTIVE ENGINEER "KEEPS A LOOKOUT."

By Edward F. McKenzie, Passenger Engineman, Pittsburgh Division, Pennsylvania Railroad.

THIS article is reprinted from leaflet number 25, "The Pennsylvania Railroad System," devoted to the publication of articles pertaining to their employees, they having a very strong instructive and educational feature that makes them valuable to employees of all railroads.

Mr. McKenzie's contribution was awarded the first prize in a contest the "Railway Age Gazette" conducted recently for the best article on the subject, "Keeping a Good Lookout on a Locomotive." Forty-six articles were submitted. Mr. McKenzie's paper appeared in the "Gazette" on Nov. 14, 1913.

It reads as follows:

On the Pittsburgh Division of the Pennsylvania Railroad after running a freight engine an average of ten years you receive a letter from the road foreman, nominating you for the position of passenger engineman, if you qualify.

To qualify you must pass a perfect examination on eyesight and hearing, and make at least 85 per cent. on machinery, air brake, rules, time tables, special and block signal rules and signals.

On this division we have about 1200 miles of track on main line and branches, on which a man entering passenger service must qualify by an examination before our signal instructor before being permitted to run, as extra men go all over the division on anything their turn may call for.

We have automatic, semi-automatic, interlocking, manual, manual controlled and unattended (telephone) block signals; and it is absolutely necessary to know where each signal is, and what kind it is, as well as what it indicates; and to be thoroughly familiar with the block signal rules that apply to each different kind of signal.

I have been an engineman eighteen years, seven of which have been on passenger, and have been on a regular run ten months. I will give you my way of working the extra passenger list, which is the most difficult position to fill successfully on the division.

I abstain absolutely from all intoxicating liquors.

I never come to work except in the best of health; take all the rest I can get; live happily with my family and leave my family affairs absolutely at home and think only of the work ahead when on duty.

I obey the rules of the Company absolutely, in regard to (a) looking over the bulletin board, (b) comparing time with standard clock, (c) signing for general orders and registering, and (d) the rigid inspection of engine before going out.

I am very particular in testing air brake, signal whistle, sand pipes and injectors. Nothing takes your attention away from the track so much as a bad working injector, or an engine slipping because of defective sand pipes.

I tell all my stories and do all my talking to the fireman before leaving, and allow no conversation on the engine while running except the calling of signals and the answering of them, unless the fireman notices something wrong with his side of engine; then I instruct him to step up alongside of me and talk direct, while I look straight ahead; and not yell across boiler and take my attention away from track.

As we run all trains, local or through, as our turn calls for, it is necessary to study the time table before going out, pinning the leaves at your particular schedule and also the schedule of opposing trains,* so that you can see your figures at a glance in each direction and not run by a (standing passenger) train at an unprotected station.

We are now ready to leave. On the main line between Pittsburgh and Altoona we have about 1800 signals, each way, in a distance of 114 miles; and have about 259 signals in the Pittsburgh station limits, 0.6 mile.

The greatest distance between signal bridges is 4200 feet, and at interlocking plants or where traffic closes up we have three in that distance; so it will be seen that we have to keep a good lookout, under normal conditions, as well as on track, for flagman in case of emergency.

We call all signals as well as the

*The timetable of the Pittsburgh Division is a book of 170 pages, 4½ inches x 9½ inches. On each two facing pages there are columns for 13 trains. Some of the semaphore signals on this division are lower quadrant and some upper quadrant; there are both two-position and three-position signals;

and on the main line there are some speed signals—those in which the upper arm on a post indicates regular speed, the second arm medium speed and the third, or dwarf arm, low speed.

numbers of opposing trains, so we know what trains have been represented.

When diverted to freight tracks we have, in addition, at six places going in one direction and seven going the other, to receive a hand signal from switchman holding green flag by day and green lamp by night. The fouling of any of these switches without first receiving this signal is the same as running by a stop signal, and is a violation of the rules.

At bad places, such as high hills and public road crossings, where watchmen are stationed permanently, I keep a very close watch for them.

I recently saved an automobile and its occupants by using brake hard when I saw the crossing watchman give the automobile a signal to cross over when he had overlooked my train. As I was making a station stop I had no trouble in reducing speed sufficient to allow him to clear. If I had not noticed the watchman I should have struck the automobile.

I also had an example when I first went into passenger service of allowing the mind to stray: While planning a pleasure trip for myself and family I had to make a rough stop to keep from running by a regular station stop; that cured me, and I allow no mental straggling since.

But the discipline of the mind necessary to keep up a vigilant habit is, of course, a continuing matter. We all begin some discipline of the mind in childhood. In railroading a man must give attention to this as soon as he goes to firing. He should profit by other men's failures and resolve never to allow himself to do likewise.

While I was firing, my engineman ran past a signal while taking off his overclothes. I resolved never to take mine off until I arrived at the ash pit, and I have lived up to this resolve. Some roads in recent years have posted notices on this subject, forbidding this practice and also forbidding washing up aproaching the terminal.

On parts of our division we receive two caution or distant automatic signal indications, the first one being two blocks or about 8000 feet in the rear of the stop signal, while the other is one block, or about 4,000 feet back. But the rule nevertheless requires trains to approach the second distant prepared to stop; it may be set at stop because of an accident. The failure to observe this rule to the letter caused one of our best passenger enginemen to side-wipe a wreck that had occurred just ahead of him, and both he and his fireman lost their lives.

The sub-conscious mind (or instinct) should be trained to act promptly. While running about 35 miles an hour with a heavy passenger train on a dark night, I ran through a box car that had been derailed on the adjoining track and had fallen in my path. This was on the Horse Shoe Curve. From the time the pilot struck, until the cab of the engine struck was about ½ second; in that time I shut the throttle, applied air brake, opened sand valve, reversed engine, jumped down behind boiler and whistled brakes for the second engine. We stopped in a little over 130 feet, as we were going up hill. As I had no warning, I could not have thought and acted so quickly; neither could the other engineman have done his part. if it were not a part of a runner's nature to be eternally on the lookout for trouble—trouble which we don't want to find.

One of our enginemen who saw a caution signal in the clear position and could not see the top or home signal because of smoke, ran by. It proved to be a surprise test, the signal being capped. He was severely disciplined; and the rest of us were in that way warned, by the company, that a strict observance of the rules is required, and that no chance taking will be tolerated.

A careful study of the sheet posted monthly, which shows all failures of men and the discipline imposed, as well as commendations for good service, is a great help to all enginemen who make proper use of the lessons.

And now to other railroad companies I would commend the P. R. R. practice of making the men comfortable. Have all gages and the water glass placed close to engineer with a good cab lamp showing on them. Have gage cocks, throttle, reverse lever and sand valve as convenient as possible; a good roof and a comfortable seat, and a storm window 4 inches x 24 inches hinged outside of cab, between the two side windows. This enables the engineer to see while passing trains. He can wipe this window off at any time, and be protected from the weather.

With the Pacific type engine I have

had to use brake and use steam going down hill in order to raise the cloud of steam and smoke which hangs over the cab and obscures vision on account of short stack and long boiler. The Atlantic type of engine is much better.

CLAIMS PAID FOR ACCIDENTS DUE TO CARELESSNESS.

An amount paid in settlement of a claim, as a result of a brakeman colliding with a switch stand. The top of this stand consisted merely of an iron rod, the lights and target having been removed. The clearance between this rod and side of car was only 20 inches, and is responsible for this claim. The brakeman was a new employe and unfamiliar with the conditions surrounding operation on this track.

An amount paid as a result of death of a track laborer, which accident might have been avoided by proper attention to protection of the gang by the track foreman. The man was struck by a passenger train, and although the foreman was aware of the approaching train, the gang stated that they were given no warning of same.

An amount paid plaintiff, as result of her foot being run over by a baggage truck. There is no occasion for an accident of this kind, and baggagemen and express company employes should be held to strict account for the proper handling of trucks.

Verdict rendered against the company, as a result of injuries sustained by a member of a transfer house gang, who were in the habit of crossing the yard to and from work, and on this particular occasion passed between two drafts of cars, to one of which an engine was attached, which backed up, catching plaintiff and causing his death. The accident can be attributed to carelessness of the plaintiff combined with poor judgment on the part of the engineer, who was aware of the men approaching at the time this accident occured, and if he had thought of "Safety First," would have been particular not to have made any movement until the men were safely away.

An amount paid, as result of injuries sustained by a truckman engaged in unloading from sleigh to standing on team track, the driveway to which was located between this track and yard tracks. These yard tracks were being used for switching cars while the sleigh was being unloaded, as result of which the team was frightened and turned onto adjacent track. This case gives evidence of necessity for close examination of our property, with view of arranging a safe layout of driveways.

An amount paid in another case of careless operation of crossing gates, which were lowered onto an automobile and caused injuries to the occupants.

An amount paid, as result of unprotected guard rails. This brakeman had his foot caught in guard rail while trying to uncouple a car.

An amount paid in case of defective car, giving evidence of necessity that cars be carefully inspected before they are loaded. This particular car had a hole in the floor large enough to catch the foot of plaintiff, who was unloading same. He was thrown and sustained considerable injuries.

An amount paid in case of moving cars on side track, without paying any attention to clearance between main track and adjacent track. Main track was fouled and this man was killed, as result of engine striking this rear car.

An amount paid plaintiff, who was injured by falling over some pipes, which had been left lying on the station platform, near the building. These pipes extended beyond the building. It was dark at the time and the pipes were not visible. The accident can be attributed to carelessness of the freight crew, who unloaded the pipes, in leaving them in this position.

An amount paid plaintiff, as a result of injuries caused by defective condition of a bench seat, which collapsed and allowed her to fall in such a position that she was injured internally,

Verdict rendered on account of injuries sustained by a brakeman who used his foot to push a drawhead into position, as a result of which, his leg was badly crushed.

An amount paid as result of a cow being killed through drinking from a barrel of salt water placed for fire protection near the tracks. This barrel was close to the lines of the highway and the company was held negligent for leaving it uncovered.

OBITUARY.

Joseph M. Dando.

Through a recent unfortunate accident, Joseph M. Dando, dean of Erie Railroad engineers, was killed near Broadway, Ohio.

Engineer Dando had served the Company well and faithfully for half a century and had a record that might be envied by any man living, as it was clean throughout.

Joe M. Dando, was born in Cleveland, Ohio, Aug. 4, 1846. At the age of twelve he accepted a position as newsboy on the Cleveland and Pittsburgh Railroad, which he held for three years. In 1861 he went to work in the machine shops of the Cleveland and Pittsburg Railroad at Cleveland, where he remained about nine months, when he was given a position as fireman. For two years he was with Oliver Mann, who ran an engine on that division until a few years ago. He then went as a fireman on a construction train, on the old Atlantic and Great Western Railroad, firing for A. W. Ball, who was retired about two years ago. In 1864 he was made engine hostler in the Meadville shops and was later promoted to engineer, running between Meadville and Salamanca, and Meadville and Akron. He came to Galion in 1865 to run on the fourth division of the Erie between Galion and Dayton. He ran local freight for one year and then worked on a construction train at Mansfield and Richwood. He was given a regular passenger run in 1870. In 1885, he made a run between Galion and Dayton in eighty-nine minutes. This is a world record.

He was a charter member of the Brotherhood of the Footboard, now known as the Brotherhood of Locomotive Engineers.

He was married in 1868 to Miss Jennie Harmon. Five children, Arthur, Edna, Daniel and William were born to this union. One child died in infancy.

Dando was the first engineer on the Cincinnati division to have his name placed on the cab. His regular engine was No. 854, but for some cause he did not have it on the fatal run. Dando would have retired in about a year on a pension.

In this connection the Rev. C. D. Reade, of Cincinnati, wrote the following letter:

Dec. 10, 1913.

Dear Mr. Webster:

Many thanks for paper giving account of the death of that Prince of Engineers, Joe Dando. There may be no railroads in Heaven but if there are I am sure Joe will have a golden locomotive with diamond headlight. He certainly was "faithful unto death," and to such has been promised "a crown of life."

The Erie always seems to have had men like Dando, who are loyal to the road and to its patrons, men like Gregg and Wright and Wheatro and many others. The road has treated them well and they have returned the compliment.

With kindest regards, I am,

Yours very truly,

Charles G. Reade.

L. F. Lary.

L. F. Lary, one of the oldest agents on the Erie, died at his home in Broadway, Ohio, after a two days' illness of heart failure. Mr. Lary started to work for the Erie company, Jan. 13, 1874. He was agent at Pottersburg about 25 years and since that time was agent at Broadway. He was about 64 years old, and was well known among the Erie men and liked by all. Those surviving are his widow in Broadway and three sons, who are all railroaders in California.

Fayette A. Rude.

Engineer Fayette A. Rude, of the Susquehanna Division, who was recently killed at Hornell, N. Y., at the age of 55 years, entered the service of the Erie Railroad in 1888 as a Fireman on the Susquehanna Division and was promoted to engineer in 1891.

In the death of engineer Rude the Erie lost one of its best and most successful engineers, as he was always striving to improve the efficiency of the service and was of a disposition that will make his death a sincere loss to his family, the Erie Railroad and his fellow workmen. He is survived by his widow and one daughter.

ISLANDS IN A VOLCANO.

The crater of Halemaumau, Hawaii, presents a particularly impressive sight, for the surface of the boiling lava supports several floating islands. According to Frank a Perret, most of the larger islands seem to be caused by the fall of masses from the crater wall, and some of them last for a year or more before they are finally melted. The phenomenon bears a certain resemblance to the formation and melting of icebergs. When the islands finally sink the lava surface oscillates like boiling molasses. When one island disappeared it caused a huge sausage shaped, gas inflated bubble of black lava glass, no less than 170 feet long.

SAFETY FIRST IN A NEW ROLE.

By F. E. T. Pearne, Special Agent, New York, Terminal.

WE have all lauded the meritorious efforts of the safety first propagandist towards the prevention of loss of life and limb. Why not now the promulgation of a safety first issue as respects the conservation of the Company's revenue? This article is dedicated to the rank and file of railroad employes and its purpose is to "bring home" to the other reader the great power for good or evil vested in each and every railroad man.

Of all modern institutions there is none whose success is more incumbent upon the diligence of its employes, than a railroad with its great scope of activities and necessarily expansive field of operation, and at this junction it might be well for us to indulge in a little introspection. We may assume that we are competent. But, are we rendering the greatest possible service to the company that our capabilities permit? Wait! do not answer "off hand," look into your innermost consciousness, ask yourself, Am I giving the best that is in me; or just enough to "get by"? Do not plead extenuation, but give your true self an opportunity for expression and I believe you will be appalled by the results of your self analysis. You, every railroad man, will subscribe to the fact that no more herculean task ever confronted a business management than is now faced by a railroad executive in trying to make ends meet, let alone leaving a margin for profit under the prevailing adverse conditions. Do not shrug your shoulders and say "I should worry", but get in the game. Put forth every effort so that you may be a source of credit to yourself, as well as the company.

Peruse the following list of causes of preventable loss and you will be surprised to find how many apply to your line of duty, if they do not adequately discover those that do.

1st. Rough handling in starting and stopping trains, in switching at stations, on the road and particularly in yards.

2nd. Damage caused through improper stowage.

3rd. Livestock and perishable freight delayed in transit.

4th. Failure to re-ice perishable shipments, properly, before starting and while in transit.

5th. Loading freight liable to be damaged by water in cars with leaky roofs; or cars that are not otherwise water tight.

6th. Freight stolen in yards, in transit and in depots.

7th. Failure to keep proper seal record of cars, received from connecting lines and otherwise.

8th. Failure to properly check freight to and from drays and to and from cars.

9th. Rough handling of freight by employes in loadings and unloading from cars.

10th. Failure to properly inspect cars before permitting them to be loaded with grain, to know that they are in fit condition.

11th. Failure to record on waybills and make report of all freight damaged, over, and short.

12th. Signing Bills of lading without positive knowledge that freight has been received.

13th. Failure to see that all package freight is properly marked and in accordance with marks shown on B/L and waybills.

14th. Freight damaged in handling.

15th. Freight freezing account box car service and failure to note proper exceptions when received.

16th. Concealed damages, concealed shortages.

17th. Damages account negligence of employes.

18th. Damaged when received from connecting lines and no exceptions noted.

19th. Damaged when received from shippers and no exceptions taken.

20th. Careless checking of freight to and from connecting lines.

21st. Frail packages, improper packing, etc.

22nd. Damage caused through wrecks, derailments, etc.

23rd. Failure to load into car for which checked and billed, going forward later, but not accompanied by billing.

24th. Erroneous and improper loading.

25th. Failure to take proper exceptions against freight received not in good shipping condition.

26th. Failure to safeguard the Company's interest in delivering freight in a damaged condition to consignees.

27th. Failure to inspect shipments of live stock and to take exception against when received from connections in a damaged condition.

28th. Failure to trim down, brace and block off freight, before closing car doors.

29th. Failure to remove freight on platforms when exposed to the rain, to a safe place.

30th. Delivering order shipments without the surrender of the original B/L.

31st. Failure of yard clerks to examine cars before reporting them as empty and to make a list of any packages found in cars.

32nd. Carelessness in the matter of making and sending out arrival notices.

33rd Failure to inspect stock cars before loading to see that they are in proper condition in every way to receive live stock.

34th. Failure before loading to properly inspect and clean cars.

35th. Claims caused through misrouting and account of incomplete waybills.

36th. Failure to compare waybills with bill of lading or shipping ticket.

37th. Inaccurate and illegible bills of lading or shipping tickets.

The above mentioned are the principle causes which lead to loss and damage claims; they are not, however, listed in the order of their relative importance. All agents, trainmen, enginemen and others concerned, should take every possible precaution to assist in preventing and reducing same, and remember when circumstances combine to make performance of any duty disagreeable, do not run a risk, but apply the principle "Safety First." The prevention of loss, however, is too comprehensive a subject to be dealt with in its entirety in this article and the writer will confine his remarks at this time principally to trainmen and local freights.

Trainmen should at all times cooperate with Agents in the matter of discharging and loading freight, switching etc., especially when setting out cars to place them in the most convenient place for the Agent, and giving the Agent or clerks sufficient time to get a proper seal record, etc.

WAY FREIGHTS: Trainmen should call the marks, destination and description of every package discharged, in order to guard against freight being put off at the wrong station and so as to enable the person checking to check against the articles described in the waybills. This freight should be unloaded in freight house, and not on the ground. Particularly is this important in rainy or threatening weather.

Conductors should carefully check all L. C. L. freight picked up by them, to see that it tallies as to quantity, kind and condition with its billing; exercise care in loading, and endeavor not to separate shipments, but load in station order and consolidate whenever it is possible to do so.

Trainmen should use good, sound judgment and endeavor to stow freight properly. Coarse and heavy freights must be loaded on the car floor and not on top of other freight, which may be light and fragile; perishable shipments, produce, eggs, butter, etc., should be handled carefully and no risk taken. Dirty and contaminative freight should be loaded separately from other classes, which it might injure. Turpentine and the like should not be loaded in close proximity to butter and cheese; whenever possible avoid putting it in the same car. Fine dress goods should not be placed in a damp or leaky roof car; green hides, empty oil barrels, empty chicken coops and all similar freight, should be loaded separately. Conductors should always see that freight partly broken down in way cars is trimmed down and blocked off before leaving a station When cars are made empty, conductors should personally search all such cars to see that nothing has been overlooked and left in the car; particularly is this important with home route cars, because when property is left in cars going off our rails, we seldom get it back; carefully check all freight for Non-Agency stations, repair any packages noticed in a damaged condition and describe all such damage discovered accurately on the waybill, sign it, and whenever possible, procure consignee's receipt. If there is no shed and no one on hand to receive the freight in wet weather, it should not be unloaded and left exposed to the rain, but should be carried by and returned at first opportunity. If way-freight conductors should by mistake have any shipments billed to "Order", or notify consigned to a Non-Agency station, carry them by and deliver to the Agent at the first station where there is an Agent. Trainmen should never handle freight without billing to cover and in the matter of "over-freight" should insist on Agent astraying same back to destination. Trainmen should never attempt to unload pianos, barrels, heavy packages, machinery, etc., where there is no raised platform

level with the car floor, without the use of skids. Before removing or placing cars on house or team tracks, should ascertain if freight in all such cases already on said tracks in course of loading or unloading, is properly stowed, trimmed down and blocked off, in order to prevent loss through damage by shock or otherwise, before switching out. Should trainmen have occasion to transfer freight coming from connecting lines, be careful to exception against all freight in a damaged condition, or short, and be sure the exceptions are noted on waybills or transfer sheets. Grain Cars: see that cars are fit for grain before placing, that grain doors are properly applied and that cars are not overloaded. Whenever a car loaded with grain is discovered leaking, the leak should be closed.

LIVE STOCK: Make a careful examination of all cars before loading with horses, mules or cattle, to see that there are no projecting nails, splinters, etc. inside of car, or slats of stocks cars loose or broken, that are liable to cause injury to the stock, before loading; see that the cross-bars and doors are in proper order. Count the animals so as to know the number loaded in each car; do not allow hogs or sheep to be loaded in same car with cattle or horses, unless securely partitioned. When receiving stock from connections, look the stock over and in the event of there being any stock down, bruised or injured in any way, whatsoever, note the exact facts on the waybill or transfer sheet, so as to protect the company from claims arising from all such damages.

Conductors enroute wiring despatches, should always state the actual facts as near as possible, should not misrepresent, as the despatcher will become aware of conditions sooner or later and will be disposed to be dubious in future and rule arbitrarily to erring conductors' recommendations.

All concerned should remember that we have to deliver property in practically the same condition we accepted it, therefore, great care should be exercised at all times toward which, and let "Safety first" be your precept.

THE RETORT COURTEOUS.

A passenger arrived at an Erie station a few minutes before the arrival of a train and a remark was made that he was ahead of the Erie this time. The passenger replied, "My friend, I would rather be one-half an hour late on the Erie, than a day ahead with the undertaker."

Form Correspondents Along the Line

HEADQUARTERS ITEMS.

Mr. Cotton, Chief Clerk to General Mechanical Superintendent Schlafge, has been moving faster than ever since his return from a very pleasant vacation trip, spent in the South. He says "all work and no play, makes Jack a very dull boy" and then proves it by keeping hot on the trail of the voluminous correspondence.

"Pony" McPherson, the featherweight Chief Clerk of the Pass Bureau, wishes everybody a happy and prosperous New Year and hopes the world of sport will show an improvement over 1913.

Mr. Luis Jackson's two installments of "A Trip Through Denmark and Sweden," which ran through the November and December issues of this Magazine, made a hit throughout a wide circle. Discerning editors quickly saw their merit, both from an entertaining and educational viewpoint and then proceeded to reprint them in their respective publications.

The Erie has lost another of its courteous and obliging young women employes. This time it was Miss Grayce Byrnes of the Telephone Office. Dan Cupid is responsible, for it was that little rascal who took her from us. It happened on the eve of the new year. Her happy soul mate is Mr. Lee Sourbier. The nuptial knot was securely tied at the home of the bride, 28 Howard Place, Jersey City Heights. The Telephone and Telegraph Offices, not for a moment forgetting their little friend, presented her with a handsome cut glass fern dish and mirror and a beautiful tea set of Haviland china. Accompanying the bride are the best wishes of the many friends she made during her five years service with the Erie.

NEW YORK DIVISION ITEMS.

"Who said furs were cheap this year? McGirr, the pass clerk, was heard to ask this question recently. Why, Joe, have you been buying a set?

Any one who has occasion to drop off at Greycourt, will always find W. H. Hall, the agent at the ticket window, with that smile that made Mr. Taft famous. When it comes to cheerfulness, Mr. Hall is in class "A," although he has one of the busiest stations on the Division.

The boys of Room 5 are all jingling extra coin in their pockets this month, account of the Vacation and Relief Societies making their yearly payment.

At the annual meeting of the Erie Vacation Society, held in Room 3 on December 18th, Harry Hummer was re-elected President, and T. A. Heaney Secretary. The Society is in a flourishing condition, a number of new applicants being elected to membership.

The last we heard of Mr. Bridges, Chief Accountant, he was trying to buy a Christmas present for his wife. Have you succeeded yet, John?

Timekeeper Snooks sent out twenty-five postal cards Xmas, but twenty-four were addressed to a certain person in Poughkeepsie, and one to his parents in Halsey. Do we get an invitation?

Willie Sutherland, Agent Hohokus, is looking for a house of about six rooms? When did you, or when will you, Bill?

We heard a person say, recently, who frequently travels from one end of the Erie to the other, that Ticket Clerk Benedict, of Middletown, could plan trips to various points in U. S. A. and Canada, and tell you the day and train you can return on, without referring to a Guide. Can this be excelled by any other agent?

We note from the papers, that the boys of Dundee station are hitting the pins very good of late. Let's match the Dundee boys with the Erie team, which is in the Commercial League of Jersey City.

Clerk Hermance, of Garfield station, is a regular attendant at the Forum meeting held in Passaic. We are wondering if he is preparing for another debate on Commission Government.

The daily papers have had quite a little in, of late, about Harry Scofield, of the Machine Shops. Who is your press agent, Harry?

JERSEY CITY SHOP NOTES.

Have you seen the new shop offices?

We can't help it if "Luke" Doremus did defeat—(?)— Jack Copland at checkers. This is straight from Schenectady, N. Y.

Glad the fishing season is over.

Oscar Ranges kept us so well supplied, we longed for a change.

Ray Glass, C. C. to M. M. James, is now a Benedict and back on the job wreathed in smiles and stories of the Sunny South.

"Mackerly and Ross"; get busy, lots of girls left.

Don't put your feet on R. F. of Engines Sally's desk. That's all!

If you don't think we are glad the new turntable is in, ask Chief Mackerly.

"Doc" Zamora and P. Connelly, look lonesome since the office moved.

Any one having good plans or ideas for log cabins, can interest Gen'l. Foreman Hutton. Be particular to state how many trees are necessary, as he doesn't care to hew any more than actually needed; not for any personal reason, however, but to preserve the Forests of the United States, as much as possible.

We understand the office Basket Ball Team may elect Miss E. M. Mulgrew as "Mascot"—and that there are 19 in the Team, exclusive of Mascot. Somebody ought to win something.

Gen'l Foreman Hutton and Storekeeper Ross met on the Bowling Alleys a few nights ago and so furious was the game, it required nine Pin Boys to search the building and outside surrounding for pins and balls, notwithstanding four sets of new pins and five balls were lost and destroyed. It will be several days before the alleys are repaired. The score was; Oh! What's the use?

The reason we were not represented in the recent six-day Bicycle race was, Foreman Painter Rollo and Foreman Maxwell, couldn't agree on the kind of handle bar. Foreman Boiler Maker Smith says, "They wanted Motor Cycles."

The K-l's have all left us—gone West to grow up with the Country.

PORT JERVIS Y. M. C. A.

It is hoped to start a class in Mechanical Drawing and Design early in January and, if enough men desire, to start a class on "Locomotive Appliances and their Operation," soon after. These classes will be conducted by R. W. Rogers, Instructor of Apprentices.

Frank Miller, fireman, Wyoming Division, is becoming quite a bowler.

The Hamilton Watch Co., of Lancaster, Pa., through Erie Watch Inspector Pippitt, has presented the Association with a watch and case, that is to be given in the membership contest, which is now under way.

Grant Avery still has the lead by five, with Middaugh, Elmer Wiley and Engineer Persbacker close in line.

On Christmas day the Association gave the dormitory men a Christmas dinner. In the evening the men sat around the open fire place and enjoyed some Christmas stories.

On New Years we kept open house, with refreshments.

Understand C. M. Corwin, genius Stenographer to F. B. Tucker, Storekeeper, is getting to be quite an athlete; also quite a bowler, with C. R. Skinner a close second. Mr. Corwin has been introducing a new style bath at the Y. M. C. A., called the "Sponge Bath."

C. A. Heinle, Chief Clerk to Master Mechanic Murray, is on the sick list for the last week and regret exceedingly to hear that his condition has not improved. All the boys join in wishing him a rapid recovery.

Traveling Auditors S. B. Taylor and T. Quackenbush, have been checking at this point for the past two weeks.

T. Quackenbush is fast becoming a citizen of Port Jervis. Wonder why, any special attraction?

T. E. Cullen, General Foreman, has been wearing a broad smile. The Christmas turkey evidently agreed with him.

F. B. Tucker's office force is getting to be quite a bowling team, under the successful management of Mr. C. M. Corwin, midget bowler.

DUNMORE SHOP ITEMS.

Peter Kunz, Time Keeper in the Storekeeper's Office, is building a house in Petersburg. The boys are wondering what his intentions are.

Miss Watrous, Clerk in the Storekeeper's Office, is going to entertain the Office Force at her country home in Petersburg, in the very near future.

Mr. (Elsie) L. C. Brink, Clerk in the Storekeeper's Office, is a frequent visitor at MacMillan's Department Store.

Since our last appearance in this magazine, four pretty young ladies, all of Dunmore, have been employed to fill vacancies.

Arthur C. Wagner, Chief Clerk to the Storekeeper, spent his Christmas at Washington, N. J., where Cupid's arrow found its mark.

The boys at Dunmore are wondering who stole Fitzsimmons' goose.

Superintendent's office has been recently moved to the Glynn Building.

O. M. Thompson, Special Loco. Inspector, and Mrs. Thompson, spent Christmas with Mr. Thompson's parents at Susquehanna.

F. C. Wallace, General Foreman, and Mrs. Wallace, also spent Christmas at Susquehanna.

F. J. Dailey, Demonstrator, spent the last week at Dunmore.

M. W. Brogan, Shop Order Clerk, vice S. W. Frey, resigned.

A. A. Stuart, Storehouse Foreman, vice Mr. M. W. Brogan, transferred.

The "Safety Committee" consisting of Mr. Joseph Jackson, "Doc" M. J. Crane and Fred Jenkins, recently visited at Avoca.

James Lowery, Piece Work Checker at Avoca, vice Edgar Tinklepaugh, resigned.

W. H. Decker, wife and daughter, have returned from an extended trip, having visited St. Louis, Springfield, Ill., Chicago, Ill., Buffalo, N. Y., and Canada.

F. V. Matthews, Storekeeper, has just returned from a business trip to New York.

J. E. Manley visited at Dunmore Shop, recently.

Gus Hempel, the Watchman, kicked the cat out, but he claims that he did not misuse him.

Haydn Williams, of Dunmore Station, is slowly recovering from a kink in the neck.

H. B. (None) Flax, having defeated Mr. Charles Johler at bowling and pool shooting, now wishes to enter a banty contest, with a photo of the winner to be sent to the "Scranton Daily News," under the head of the "Man of Today."

James W. Farrelly, the smiling and welcome operator in the Dispatcher's office, has recently taken a fancy to working on the wire with Hy.

Barton Spear, of the Superintendent's office, is still making his frequent trips to Hawley, which leaves the writer to believe that there must be an heiress in the town.

Clarence Thomas, of the Superintendent's office, is spending his spare moments in Dickson City, composing songs, but no one has yet been able to find out the name. "Bill" thinks it must be something about well, we know.

Mike Stone, of the Superintendent's office, still persists that his girl Helen is the nicest girl in town, and, inasmuch as Mike's town is Petersburg, we are perfectly willing to let him continue to think so.

J. R. Ward, of the Superintendent's office, spent Friday night in Olyphant visiting relatives. I wonder where Clarence was.

W. J. Danvers, Clerk in the Storekeeper's office, is going to spend a few days in Pittsburgh, with the intention of attending all the meetings, while there, of the noted evangelist—"Billy" Sunday.

John C. O'Malley passed into the Great Beyond, Nov. 24th. His death came as a sad blow to the many friends which he has made while in the employ of the Erie for the past 35 years. Mr. O'Malley started in the employ of the old Dunmore Iron & Steel Co. He has the distinction of being the oldest employee in point of service at Dunmore.

Output for December, four T. B. M. F., one "A," one "M" Repair.

Shop closed down from Dec. 24th to Jan. 5th, 1914.

Geo. Eisenhauer, Electrical Engineer, spent a few days at this place demonstrating the use of motor truck around shop.

BRADFORD ITEMS.

James McDade, who was killed in the Hornell yards Saturday, December 6th, was an old-timer on the Bradford Division. The news of his death was a great shock to his many friends here. Conductor William Drake went to Hornell to attend the funeral.

Mr. and Mrs. L. W. Hendricks spent Christmas with relatives in Jacksonville, Fla.

Harry Lindsey and family spent Christmas with friends in Jamestown.

Fred Wickwire, formerly caller here and now located in Cleveland, was home for Christmas.

Among other prominent men of our division who went home for Christmas, were, John Hart and Thomas Deerey to Wellsville, and C. L. Wallace to Adrian.

DELAWARE DIVISION.

A. DuBois, Signal Maintainer, has gone through the past two months without a signal failure. His achievement has been warmly commended by Signal Supervisor F. Bridge.

Paul Nedbraski, Automatic Signal Maintainer at Susquehanna, has resigned to accept a like position with the Michigan Central.

W. B. Canfield, the famous Erie Stenographer, while on train 445, Binghamton bound for Christmas shopping, was forcibly detained six miles east of the "Parlor City" on account of the engine breaking down. Mr. Canfield shopped in Susquehanna.

The body of Thos. Haley, Signal Maintainer at Susquehanna, was found a short distance west of Bridge 2, Susquehanna Yard, about 9:00 P. M., December 25th. Mr. Haley had evidently started for his home, a short distance from the spot where his body was found, and had been struck by Train 3 or 27. The body was found by a trackman who was working nearby. Mr. Haley was an old employe of the Erie and was a very popular man in the circle of employes in this vicinity, being known to all as a very careful and competent employe. He is survived by his widow and seven children, all of Susquehanna. Interment took place December 29 in McKune Cemetery.

The name of C. L. Bridge, operator at Gulf Summit, appears on the sick list for the month.

C. A. Fortner, operator at "C.P." Tower, Susquehanna, underwent a serious operation a short time ago. He is reported as recovering.

E. E. Dunn, operator, Susquehanna Station, recently spent several days in Washington, D. C.

BUFFALO CAR SHOP.

Thomas McMahon, Car Repairer, passed away Dec. 8th, to that undiscovered bourne from which no traveler returns. Mr. McMahon was one of the old-style Irish Gentlemen, who was never happy unless he was conferring a favor on someone or thanking them for some kindness. A host of friends knew him and always admired his good qualities, which were many. Mr. McMahon had 40 long years of service with the Erie R. R. The Erie Car Shops extend their sympathy to his bereaved family.

Geo. Charles has severed his connection with the Erie R. R., after a term of service extending over 28 years. Mr. Charles was for many years messenger at "BX" and general utility man at the depot, afterwards coming to Buffalo Car Shop as day and night watchman. Mr. Charles is leaving the good old U. S. A., and is going to make his home in Bridgeport, Canada, where he will reside for the balance of his life in ease and

comfort, with nothing to do and all the comforts of a happy home. Lucky fellow, this man Charles.

There is a little corner set apart at Buffalo Car Shop called the "Morgue," the buffing room and dipping room. Mr. D. Balliet, operative in charge, certainly makes good in that department.

Although we have to take back what was said about Geo. Lausted joining the Elks, it was the Moose party he joined, and the Elks are the loser, as George is some swift kid, always going or coming. One Good Fellow.

Geo. Ball is like a two-year-old since he bought that new electric battery. He believes in the "juice" and says electricity is life. Frank Duffin has been giving him the "con."

The fire team is in constant practice and never going below its record. Chief Goldsmith and Captain Truhn look after that.

Lawrence Schwab says, "Them that did not vote for me, can go to New Rochelle, for the green grass is growing all around."

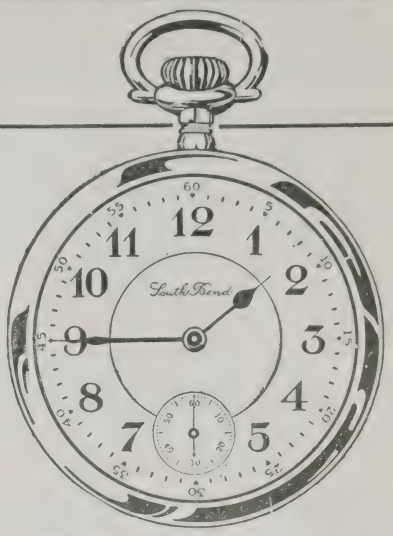
The Machine Shop has issued a challenge to the Blacksmith Shop, to bowl next month at Kaiser's out by Broadway yet. The glad spirit prevailing at Christmas time and New Year was decidedly prevalent at the Buffalo Car Shops. The moss has been rubbed off and all the boys wore that smile that won't come off, in anticipation of the customary surprises.

Charlie Dietchler tied his overalls up, instead of his stocking, and J. Manquin hung up that plug hat. We hope everyone had a Merry Christmas and Happy New Year.

We are sorry to announce the death of an old employe, Mr. Amos Brice, who died Dec. 7, 1913. Mr. Brice was in apparent good health and was working the day before his death. Mr. Brice worked for the Erie R. R. 27 years, and was a first-class mechanic. The Erie Car Shops extend their sympathy to his bereaved family.

John Hennessy and Douglass Nattress of our East Buffalo Car Shop recently started for a trip over the B. & S. W. to Gowanda, N. Y., but became so excited they got off at Lawtons, N. Y., and had to walk back to Gowanda. They were royally entertained by a clerk companion (Hiram), who showed them through the Insane Asylum.

August Seig, one of our veterans and a long-time foreman at this shop.



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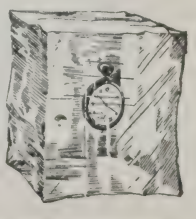
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died Dec. 4th, after a short illness, which confined him to his bed about one week. He was in the company's employ 38 years and leaves a widow and large family to mourn his death.

Thos. Ryon, also an old-time employee at this shop, died Dec. 11th.

Our old friend, Wm. Maloney, is back with us again, after a long absence at one of the Western Contract Shops, where he was inspecting some of the new Erie equipment.

BUFFALO MACHINE SHOP.

The following letter was received by Mr. T. Klein, Storekeeper, from Mr. Frank Halbleib, Clerk, under date of Dec. 8th, 1913, addressed to office associates and friends:

"I wish to thank you all for the beautiful floral offering which you sent, also the sympathy shown during our recent bereavement. The floral piece was sincerely appreciated and was very appropriate for this sad occasion."

Mr. John Hackemer, Machinist at this shop, and Mrs. Hackemer, celebrated their silver wedding anniversary at their home, 55 Thomas St., on the evening of Nov. 29th, 1913. Mr. and Mrs. Hackemer were the recipients of many hearty congratulations and good wishes, as well as many beautiful presents. A very elaborate supper was served, after which old-time episodes were recalled. John is very prominent among his associates, for he is well known as an expert dancing instructor, and many of the boys have taken dancing instructions along the lines of the tango, one-step and hesitation, etc. During a recent occurrence when John was giving instructions in connection with the hesitation glide, some lady friend was overheard to say, "He who hesitates is lost." We are now wondering if this referred to John. Never mind, John, keep up the graceful glide.

P. Stover, Machinist, was on the sick list for a few days and has resumed work again.

Foreman R. D. Garfield has joined the ranks of the Benedicts and is now entitled to all the comforts of the order. Our best wishes for a happy and prosperous future, Russell.

August Steve says his favorite game is Tiddle-de-winks.

Engineer John Downey says the currency bill is allright for a poor man, providing he has the currency.

As we sit here today with Christmas staring us in the face, we think of the old-fashioned man who has his Christmas fund hidden in the hollow of a morris chair, while we have ours in a hollow tooth with lots of room to spare.

Two more Erie apprentices (Twins) were born to Mr. and Mrs. John D. O'Neil on Dec. 16th, 1913, their names being Pete and Repeat, the first named being booked for a machinist and the latter for a boilermaker. They are certainly two bouncing boys, weighing respectively 7½ and 8¼ pounds. Mr. O'Neil is leader of the truck repair gang and, being well qualified to handle the boys in his gang, he will surely be in position to handle the boys of his own family, even though with great care John has already made application for employment for the two Petes, with a request that the vacancies be held open until the boys report for duty. The question was raised by several shop men, that they purchase and present each of the boys their first suit of overalls, as soon as they commence business on the "Old Reliable." John's associates join in extending their good wishes and hopes that the two little fellows will progress in their earlier days in preparation for becoming members of the "Old Erie."

MEADVILLE SHOPS.

The Bronze Metal Company is now installed in its new building. They are now prepared to fill all orders coming their way. Mr. Lecrest, the superintendent, has made good in his promise to have the plant in working order ere the holidays.

F. De Saussure, Instructor of Apprentices, has opened a night school for those who desire to increase their knowledge of technical matters. Mr. De Saussure will be instructor.

The new dynamometer car is undergoing some repairs, made necessary by the Summer's trip.

One of the Jamestown yard engines is now in the hands of the repair gang and will be turned out better than ever.

The shop committees are proving the wisdom of the management in their adoption of the plan.

Ex-Mayor Frank Graff, Superintendent of Safety Appliances, is making preparations to reside in New York City.

E. Reilly, Inspector of Fire Departments on the Erie System, spent a few days in the shops and yards.

Let Her Go!



"I give the other fellows the starting signal for most everything since Dad gave me his old watch.

"Why, I've got the only real watch in our crowd and the other fellows ask me for the time!

"Say, you ought to see Dad's new watch. Its an Elgin B. W. Raymond winding indicator watch, and has an extra hand that tells him when to wind."

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ELGIN, ILL.

E. M. 8

Mr. A. Lebanon, Fireman of the tank shop, is again on duty after an illness of 10 days.

Mr. L. Smith, Piece Work Checker in boiler, tank and paint shops, is slowly improving from a serious illness. Wallace Fordyce, Asst. Technical Instructor, is filling the position.

Fred Engel, Machinist, is spending his vacation visiting Washington, Baltimore and the Southern cities.

Gen, Mech. Supt. Schlafge and Staff inspected the shops and yards during the month.

All departments of the shops have been placed on 40 hours per week and were closed on the 24th until the 5th of January, 1914.

CLEVELAND SHOPS.

We had the pleasure of receiving the following on an Inspection trip: W. Schlafge, G. M. Supt.; W. S. Cozad, Supt. Apprentices; E. S. Fitsimmons, Mech. Supt.; J. McMullin, Supt. Car. Dept.; H. S. Burr, G. S. K. and P. J. O'Dea, Gen'l Inspector.

R. C. Carlson, Div. Storekeeper, was called to New York on some very important business pertaining to the M. D. Stores dept. and enjoyed the trip very much. His pleasure was limited on account of the duties he had to fulfill.

It is with pleasure that we can give this information to the readers of the Magazine. All Members of the Shop Safety and Efficiency Committee, were honored with a quarterly pass on the M. D., through the courtesy of our M. M.

The erecting shop is undergoing some needed repairs in the way of replanking the 12 stalls, that are used for Genl. Repairs and when completed will be one more step towards the betterment of the service at the Boyden Plant.

The R. House floors between all pits are now relaid with crushed Slag and cement, which makes it more convenient, safer and less time used for Ed. Evans, R. House Foreman and his gang of hustlers in getting to and from the work on running repairs.

Mr. W. J. Egan, steel car Foreman, spent several days at the Greenville Metal Products Co.'s big plant and was very much impressed with their methods.

H. J. Fitzgerald, Light Car Yard Foreman, is very much interested in the "Safety First" Movement, and is constantly on the lookout for opportunities to guard against accidents or danger to company property.

Mr. Norman Hooker, Piece Work Checker; Chas. Anderson, Accountant, and Ralph O'Rouke, Car Air Brake repairer, are now moking great preparation for the celebration of New Year's. The number of calls and the large program those triplets have on hand, is certainly going some.

The most important man we have on the job today, is John Sweeney, test Rack Man for the car department. He is out with an open challenge to any one in the employ of the Erie, more especially the steel car yard force. Jack now stands prominent with the Bowling Club and the leader of all athletics.

The following changes have taken place in the office force, towards the betterment of the service: H. M. Dieterick is back again in his old position as operator, Vice Buck Riley, assigned to other duties. C. B. Kasik takes E. Emerson's place as assistant time-keeper, the latter being transferred to another position. O'Houska succeeds B. J. Smolin as Ledger Clerk, Smolin having been transferred to Brier Hill as assistant store keeper. Ralph Rockwood takes the place of R. Shields as clerk; E. E. Faust takes the place of F. Gumsey, Store Department Clerk, having resigned to accept another position.

Christmas and New Year will be past and gone when this issue of the magazine is in touch with the employees of the Erie. J. A. Boyden, M. M., extended a Merry Christmas and Happy New Year to all of the Foremen and Subordinates on the Mahoning Division, appreciating their faithfulness and strict attention to business, and maintaining the discipline, which was inaugurated since his appointment as Master Mechanic at Cleveland.

SOLITAIRE FROM CHICAGO.

Mr. Richard Lincoln one of our best bill clerks commonly known as "Dick the Biller" has taken up a course in denistry and soon expects to be a full fledged dentist. All the boys at 14th St. are anxiously waiting for Dick to complete his course, soon as we all have a molar or two that needs fixing. We all wish you good luck Dick so keep up the good work.

GALION, OHIO, NOTES.

Engines 1819, 1771 and 1403 were turned out of Galion shop during the month of December. The latter was equipped with automatic push poles, the first of this equipment on this division.

Galion shops closed down December 24th for the balance of the year.

Death entered the ranks of Galion shop employees during December, claiming John Kindig, Boilermaker Apprentice, who was fatally injured while assisting in tapping out staybolt holes in engine 719. Fellow employees served as pallbearers, and a beautiful floral design was given by shop employees.

John McKeown, former Boilermaker Foreman at Galion shop, has returned to work after a year's work at the Lima Locomotive Works, where he acted as inspector for new engines constructed for the Erie.

YOUNGSTOWN, OHIO.

The Erie Bowling Team took a trip to Hubbard, O., November 24th, to clean up the boys over at the village, but they were defeated. They expect to go back again and regain their lost laurels.

E. P. Reebel, clerk, spent Thanksgiving at Pittsburgh, Pa., C. B. Williams, clerk, spent Thanksgiving at Cleveland, O., Miss F. Lytle, clerk in the car record department, was a visitor in Cleveland, O. on Thanksgiving.

Wm. Gill, chief billing clerk at local freight office, also father of a large family, has discovered that he has a young wireless operator in the bunch. He has rigged up a wireless station at his home and when the Erie adopts wireless he is going to apply for position as operator.

CINCINNATI DIVISION.

The new rest room for the trainmen at Marion, has been completed. The building is modern in every respect, being fitted with hot water, shower baths, toilets, electric lights and steam heat, together with many other conveniences.

A change which has been talked of for some time, has now become a reality in the local superintendent's office. H. C. Weiford, who has been chief clerk to the superintendent, has gone to Huntington to take up the same position there, as chief clerk to T. Mackrell, Superintendent of the C. & E. Division, and R. C. Amidon, who has been chief clerk in the Huntington office has accepted the same position with Superintendent Woodruff.

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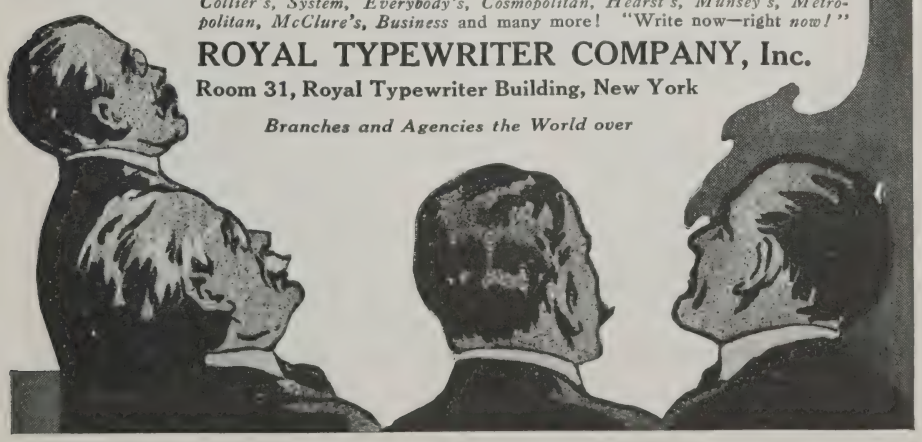
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Dan Cupid pierced the heart of John Rench, a dispatcher in the local office, and John took a few days off for a rest; and behold when he resumed his duties Rench had found a complete cure. For now John is married and the boys wish him happiness. (Dan has his eye on a few others in the office, but—well, we will tell you when he has tied the knot, don't worry.)

The work on the new restaurant at Marion is progressing rapidly and it will soon be ready for occupancy. It is to be a two story structure to be built of tile and brick. The first floor will be used exclusively for the restaurant and the second floor will contain sleeping rooms for the employees. It will be run on the Murphy plan and first class service will be given to all patrons.

J. H. Dunham, engineer in Mansfield Yards, is the oldest engineer in point of service since the death of J. M. Dando. He entered the service in 1868 and has five more years at the throttle before being retired by the age law.

A. E. Monahan, Supervisor, has resigned to accept a like position at Cleveland. T. W. Brayshaw, Assistant Supervisor at Kent, comes to Marion to fill the vacancy.

The Cincinnati Division has recently received nine new Mikado engines and six more are on the way.

Galion Division No. 16, Brotherhood of Locomotive Engineers, has moved its headquarters from Galion to Marion.

At a recent meeting of the Brotherhood of Railway Trainmen at Marion, new officers were elected. J. B. Ryan was elected President, J. C. Holtzhouse, Vice-President, while H. S. Kellerer was Chosen Secretary.

A new interlocking plant has been installed and put in operation at M. J. Tower.

The building which is occupied by the Train Master, Master Mechanic, Police, Supervisors and Road Foreman of Engines, has received a coat of beauty paint.

Ralph, the 15 year old son of Traveling Passenger Agent D. L. Enos, was accidentally shot by his boy companions, while hunting, and died shortly afterwards.

C. Aukerman, Telephone Inspector out of Marion, has returned with his family, after enjoying the sights of Denver and other points in the wild and woolly west.

The new concrete platform at the Mansfield station is nearing completion and will greatly facilitate the handling of express and baggage at trains. The improvements on the platform at Richwood has been completed, while the 200-foot concrete platform at Wadsworth is progressing rapidly and will soon be completed.

Plans have been made for the construction of a new freight house at Wadsworth. The purchase of a new tract of land will also be made. The new freight house will be 28 feet by 100 feet, and ample office room will be given. The building will be one of the most modern along the line. The present passenger depot will also be remodeled. These changes are made necessary by the big increase in business there during the past several years.

The station at Galion has undergone a general cleaning up and a number of repairs made. With the new coating of paint on the interior and exterior, it has greatly changed the appearance of things around the station. Many like improvements will be made at a number of stations along the division in the near future.

Several bridges on the division are being altered and repaired. The double-track bridge east of Galion is being made into a three-track bridge. A new girder bridge is also being installed at Bowlusville and Kennard Pit.

The new extension on the local freight house has been completed. The new section is being used as the office, while the old office has been made into a freight and storage room. The new improvements were gladly welcomed by the force.

The ice house at Marion Transfer has been reconstructed and new platforms put in.

It is also well to bear in mind that all things wait for those who go after them.

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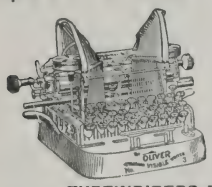
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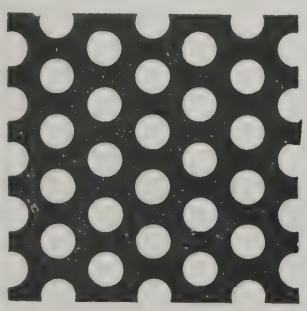
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THE ERIE R. R. EMPLOYES' MAGAZINE

Room 1077, No. 50 Church St. - - New York City

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ANCONAS and Black Leghorns, $1.25 per 13 eggs from prize stock. Henry T. Evans, Blassbury, Pa.

BARGAIN HUNTERS, Attention. Attractive six-room cottage. 3 minutes from station; price $2,300; $1,300 cash, balance on mortgage. A. Abbott, Allendale, N. J.

BARRED ROCKS and Silver Laced Wyandottes. Eggs for hatching, 75 cts. per 13. J. E. McMunn, Clerk, Greycourt, N. Y.

EGGS for Hatching; extra fine stock. Five cents each for the following breeds: White and Brown Leghorns, Rocks and R. I. Reds. Otis T. Gregory, Passenger Dept., 50 Church St., New York.

ERIE WATCH FOB, Gold Plated. Send fifty cents to Geo. S. Aussem, A. C. P. A. 201 Euclid Ave., Cleveland, Ohio, for Erie trade mark fob. Very fine, iwll last lite time. For all employees. Postage paid.

EGGS from Kellerstrass Crystal White Orpingtons, low down, red eyed, shapey, vigorous birds: every bird in these pens trapnested, settings, $1.50. Also grand matting of silver laced Wyandottes, slide open lacing, settings, $1.50. B. Rubin, 2561 E. 50th St., Cleveland, O.

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FOR SALE—Several very fine White Crested Black Polish and Single Comb Buff Leghorn Cockerels. Prices reasonable. Address, F. M. Marvin, Bartonsville, Pa.

FOR SALE—At a bargain, my residence at 121 Prospect Street, Nutley, N. J.; nine rooms; all conveniences; owing to permanent removal to Chicago.—J. C. Gothwaite, 5800 Rosalie Court, Chicago, Ill.

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TWO FINE White Rock Roosters for sale by Geo. Kesse, 83 Humboldt St., East Rutherford, N. J.

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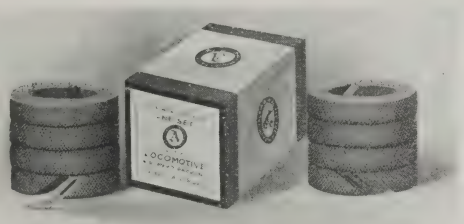
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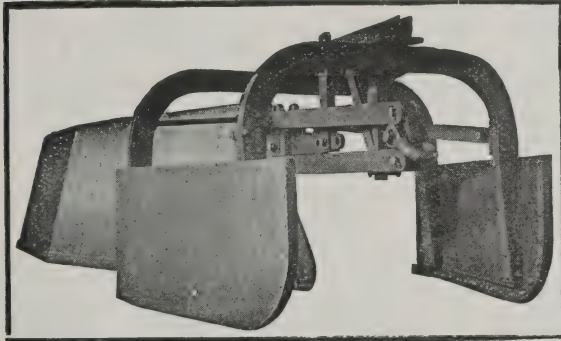
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Castings of Every Description
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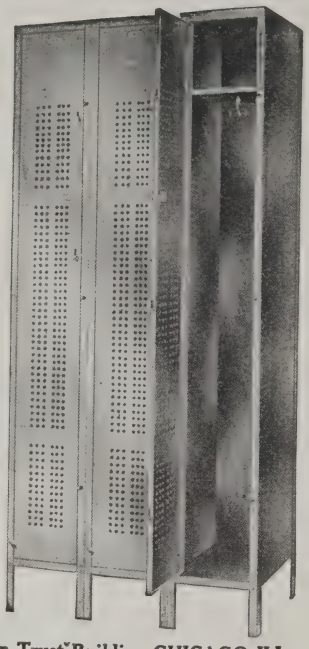
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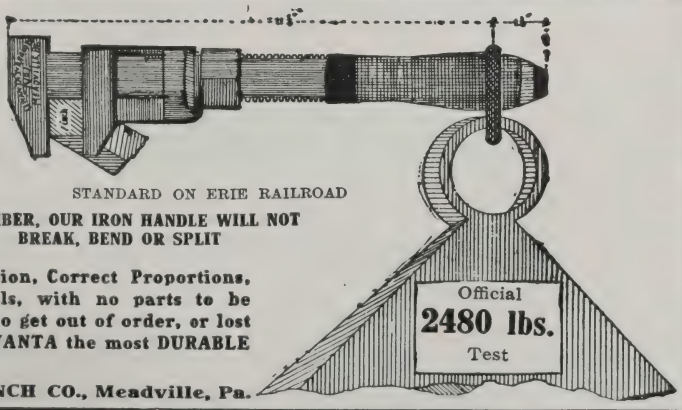
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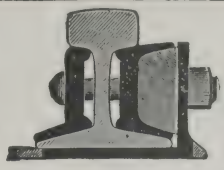
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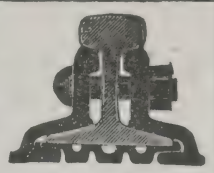
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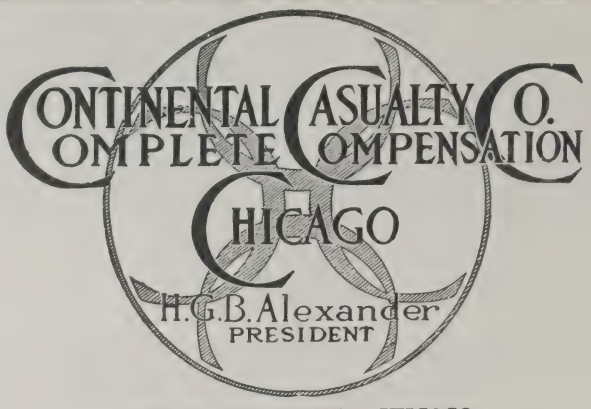
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1914

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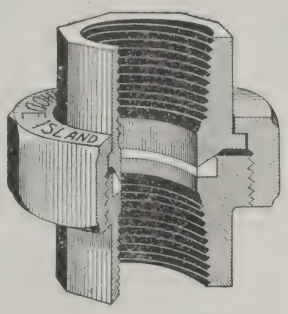
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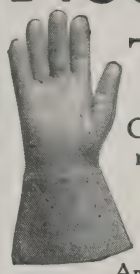
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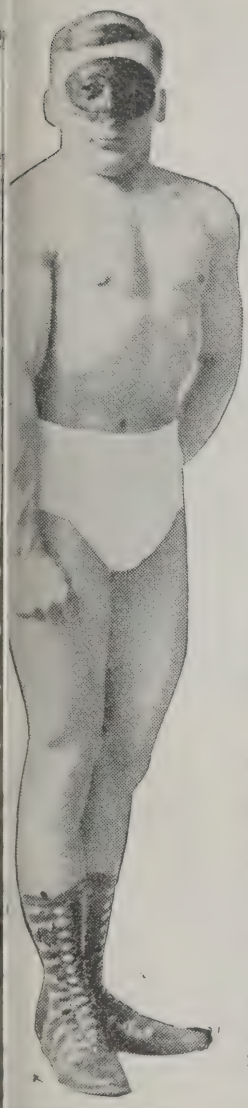
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"I was all run down to the very bottom," writes F. Gagnon. "I had to quit work I was so weak. Now, thanks to Sargol, I look like a new man. I gained 22 pounds in 23 days."

"Sargol has put just 10 pounds on me in 14 days," states W. D. Roberts. "It has made me sleep well, enjoy what I ate and enabled me to work with interest and pleasure."

"I weighed 132 pounds when I commenced taking Sargol. After taking 20 days I weighed 144 pounds. Sargol is the most wonderful preparation of flesh building I have ever seen," declares D. Martin, and J. Meier adds: "For the past twenty years I have taken medicine every day for indigestion and got thinner every year. I took Sargol for forty days and feel better than I have felt in twenty years. My weight has increased from 150 to 170 pounds."

When hundreds of men and women—and there are hundreds, with more coming every day—living in every nook and corner of this broad land voluntarily testify to weight increases ranging all the way from 10 to 35 pounds given them by Sargol, you must admit, Mr. and Mrs. and Miss Thin Reader, that there must be something in this Sargol method of flesh building after all.

Hadn't you better look into it, just as thousands of others have done? Many thin folks say: "I'd give most anything to put on a little extra weight," but when someone suggests a way they exclaim, "Not a chance. Nothing will make me plump. I'm built to stay thin." Until you have tried Sargol, you do not and cannot know that this is true.

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Sargol is absolutely harmless. It is a tiny concentrated tablet. You take one with every meal. It mixes with the food you eat for the purpose of separating all of its flesh producing ingredients. It prepares these fat making elements in an easily assimilated form, which the blood can readily absorb and carry all over your body. Plump, well-developed persons don't need Sargol to produce this result. Their assimilative machinery performs its functions without aid. But thin folks' assimilative organs do not. This fatty portion of their food now goes to waste through their bodies like unburned coal through an open grate. A few days' test of Sargol in your case will surely prove whether or not this is true of you. Isn't it worth trying?

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To enable any thin reader, 10 pounds or more under weight, to easily make this test, we will give a 50c. box of Sargol absolutely free. Either Sargol will increase your weight or it won't and the only way to know is to try it. Send for this Free Test Package today, enclosing 10c. in silver or stamps to help pay postage, packing, etc., and a full size 50c. package will be sent by return mail free of charge. Mail this coupon with your letter to the SARGOL CO., 551-P HERALD BLDG., BINGHAMTON, N. Y.

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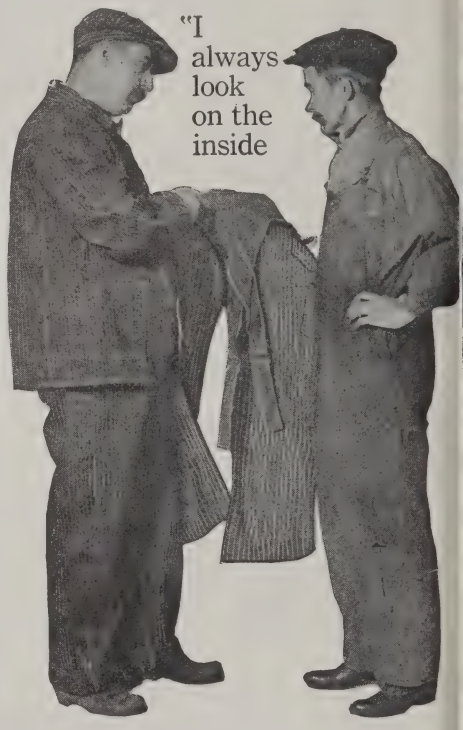
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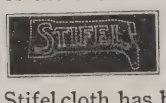
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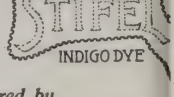


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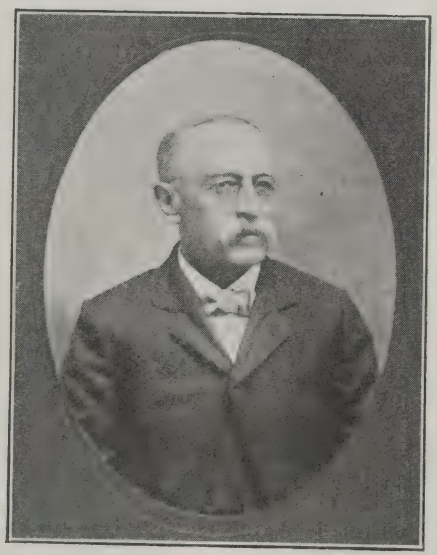
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THE ERIE RAILROAD EMPLOYES' MAGAZINE

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A. W. MUNKITTRICK, EDITOR. G. W. ROEBLING, BUSINESS MANAGER.

VOL. 9. FEBRUARY, 1914. No. 12.



EDWIN BIRLEY (See Page 712).

50 YEARS WITH THE ERIE.

The subject of this sketch is Edwin Birley, Passenger Conductor on the New Jersey & New York Railroad (New York Division). He has been on that system for nearly 50 years or to be more exact, 50 years about May 15, next.

He is known affectionately by the boys as "Ed." and is among the most affable men in the service, and, while a man of quiet manner, still is a great favorite with the commuters, all of whom he knows intimately. Among the souvenirs of the rail that he prizes most highly, is a gold plated ticket punch, presented him by the commuters as a token of their personal esteem; also that he could, with more dignity, destroy the little billets that enable them to ride with him.

On the sleeve of his uniform coat he wears 9 service stripes, indicating that he has served the Company 45 years; if he remained after his fiftieth year, then he would be entitled to 10 stripes, a stripe being added at the conclusion of each 5 years.

It is hoped by the officers of the Erie Railroad and the employes, generally, that, when his time comes for retirement, he will be spared for many years to enjoy the rest and comfort to which all men like him are entitled, who live useful and upright lives.

Following is his record:

Born in New Brunswick, N. J., July 1, 1844. At the age of four years his parents moved to Hackensack, N. J., where he attended the Old Brick Academy, under the tuition of Jacob Van Buskirk, principal. At the age of sixteen he took up the tinsmith business.

Entered railroad service about May 15, 1864, as brakeman under James C. Blauvelt, Conductor, and later served as baggage-master and freight conductor. At that time the New Jersey & New York Railroad was known as the Hackensack Railroad and only extended from Erie Junction to Passaic Street, Hackensack, about five and one-half miles. It consisted of two small engines known as "Grass-hoppers" and one large engine, which burned wood, and which ran on Mondays and Saturdays, only. Later, when the road was extended to Hillsdale, N. J. the inhabitants used the coaches, in which to conduct Sunday school and Church services.

Conductor Birley moved to Haverstraw, N. Y., the year of the blizzard—1888. During his fifty years of railroad service he has never been censured for a careless act, or breach of the rules.

ANOTHER HONEST ERIE MAN.

On Jan. 7, last, Charles Hoffman, Car Inspector at the Erie Passenger Station, Cleveland, called at the office of Assistant General Passenger Agent J. D. Brown, with two first class tickets—Form 5 P. numbers 8701 and 8702 sold by Michigan Central Railroad, good between Cleveland and New Castle, same having been found by Mr. Hoffman on the street near station, night of Jan. 6.

These tickets were salable, had Mr. Hoffman been inclined to dispose of them, but he isn't that sort of man. Instead he came to Mr. Brown's office and turned them over, remarking that he believed honesty was the better plan.

Mr. Hoffman entered the Erie's employ in 1908. He is a bright man and speaks 5 languages. He is married and may be highly commended for remarking that he was "trying hard to save." This indicates him to be a good husband, with a desire to provide for the future. His honesty should land him a winner.

BEECHER PRAISED ERIE R. R.

More than 59 years ago, one of the greatest orators and preachers, Henry Ward Beecher, on a certain journey in the year 1854, wrote as follows:

"As the hour drew near for starting we hastened back to the cars, took possession of a whole seat meditating methods of extracting sleep out of a long night ride. Every one seemed doing the same thing, namely, keeping people out of their seat. The cars were far from comfortable.

"There was no such amplitude of space as one gets upon the Erie Road, no soft embracing backs, enticing the spine to rest. After all our goings out and coming in, we publicly declare it to be our faith, unbought by free ticket or any privilege whatever, that the good broad gauge Erie Railroad is the only one on which comfort is indigenous; on all others it is a mere imitation."

DEFINING A JURY.

Willie—Paw, what is a jury?

Paw—A body of men organized to find out who has the best lawyer, my son.—Cincinnati Enquirer.

ERIE RAILROAD COMPANY'S DETROIT, MICHIGAN, AGENCY.

Jurisdiction: That portion of Michigan along the line of the Grand Trunk Railway, including all points thereon—Port Huron to Owosso—thence along line of Michigan Central Railroad to Michigan City, Indiana, thence east along the line of the Lake Shore & Michigan Southern Railway to Monroe, Michigan, on Lake Erie and all points north thereof, but not including points on the L. S. & M. S. Railway. Also general supervision over the territories assigned to the Saginaw, Grand Rapids, Michigan and Toledo, Ohio, Agencies.

By F. H. Dowle, General Agent, Detroit, Michigan.

THE present Erie Railroad Agency at Detroit was established in July, 1909, by the appointment of Mr. F. H. Dowle as Commercial Agent. For many years prior thereto Erie interests in Michigan were looked after by Fast Freight Line representatives, principally the Erie Despatch and Commercial Express Line. The traffic conditions, however, increased in such proportion with the growth of the automobile business and other large manufacturing interests in Michigan, that it was concluded Erie interests demanded a materially increased organization on the ground.

Detroit, situated on the Detroit River, about fifteen miles from Lake Erie on the south and six miles from Lake St. Clair on the north, is the largest city in Michigan. The latest census, 1910, gave its population as 465,766, but it is growing so rapidly that it is now conservatively estimated at about 600,000.

All boat traffic between Lake Erie and the Upper Great Lakes must, of necessity, pass Detroit, and it is a matter of record that more water borne tonnage passes Detroit than any other port in the world and exceeds the tonnage through the Suez Canal by three and one-half times. Freight passing through the Detroit River in 1910 amounted to 73,526,602 tons.

Directly opposite Detroit on the Canadian shore, are located Windsor and Walkerville, Ontario, at which points there are many large branch manufactories of several of our Detroit automobile plants: Parke Davis & Company and Frederick Stearns & Company, drug manufactories; D. M. Ferry & Company Seed House; Hiram Walker & Sons, famous distilleries and other important industries.

It is reported that the United States Steel Corporation purposes building an extensive steel plant at Ojibway, Ontario, a few miles south of Windsor on the Detroit River, which will be equal in size, if not larger, than any of its American plants.

The boat facilities in and around Detroit, make it an exceedingly attractive city, especially during the Summer months, and its beautiful residential sections, with its parks and boulevards, have made it a city of renown; on account of these peculiar and favorable advantages, it has become a prominent Convention City.

Detroit has the largest drug manufactory in the world; also the largest seed house, and leads the world in the manufacture of stoves. Other prominent manufactories are varnishes, paints, soda ash, ship building and many other important plants.

At Wyandotte, a suburb of Detroit, there are also large soda ash and salt plants, besides other important industries.

The predominant industry in Detroit is the manufacture of automobiles, but there are about 1,800 other industries of more or less importance.

To give an idea of the extent of the automobile business in the City of Detroit alone, it may be stated that it has thirty-four plants, and there were shipped from this city during the year 1912, 85,000 carloads, the value of the output being $200,000,000.

In addition to the plants located in Detroit, there are automobile and truck manufactories at Pontiac, Flint, Lansing, Jackson, Kalamazoo and other points, all producing large numbers of automobiles and trucks. This is particularly so at Flint, where is located the Buick Motor Company, supposed to be the largest automobile plant in the world, although the Ford Motor Company, of Detroit, which has recently made large extensions to its plant, is fast approaching the record enjoyed by the Buick Motor Company, with regard to size.

While the automobile industry in the state of Michigan has increased year by year, there does not seem to be any feeling of unrest as to the future. Many of the plants are increasing their capacity, and it is the

opinion of many that the trade will continue to grow. Export traffic is being materially increased and the truck feature is in its infancy; in fact all classes of manufacturing seem to be on a firm basis, the manufacturers are all busy, everyone seems to be happy and Michigan undoubtedly will continue to be one of the most important States of the Union.

In addition to the plants where the automobiles are actually built, there are many large and important accessory manufactories.

To give some idea of the extent of the industries located in Detroit and the vast railway facilities afforded them, there are 800 concerns which have private sidings to their works, and in further evidence of the business importance of the city it is stated that at Milwaukee Junction in the northeast part of the city, within an area two miles long by one mile wide, there are sixty-one manufacturing plants, employing 50,000 men, with an investment of $75,000,000.00. It is claimed there is no other equal area in the world, where there are so many prominent manufactories.

To show the remarkable growth of Detroit, the following comparative figures will be of interest:

Population: Year 1900, 285,704; 1910, 465,766; 1913, estimated 600,000.

Bank clearings: Year 1900, $427,800,392; 1912, $1,127,975,161.

During the year 1912 the export traffic from Detroit aggregated in value $58.093,217, an increase of nearly $10,000,000 over the previous year, and $24,000,000 in excess of the figures for 1908.

The import traffic into Detroit for the year 1912, amounted in value to $8,082,517, a large increase over previous years.

As we move westward through the State we pass many important cities, such as Ann Arbor, Jackson, Albion, Marshall, Lansing, etc.; also Battle Creek, the latter being famous for its many breakfast-food manufactories. All of these points produce valuable traffic for the railroad companies.

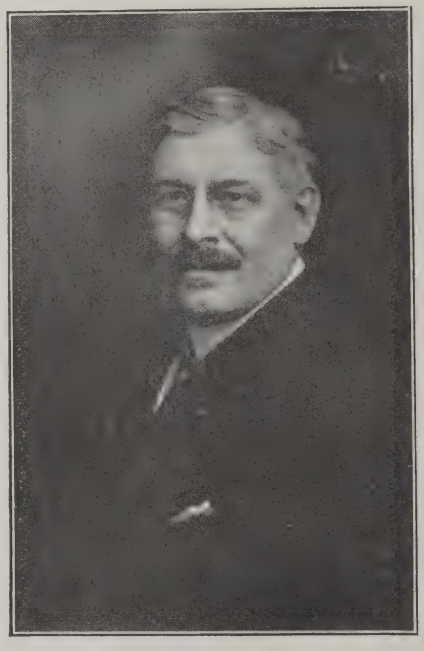
Then comes Kalamazoo, noted for its paper mills, of which there are no less than twelve. There are also other paper plants at Plainwell, Otsego and other points.

At Grand Rapids we have the large furniture trade, there being fifty-five furniture manufactories at that point.

At Greenville, Grand Haven, Muskegon and Belding, Michigan, there are several refrigerator plants.

It would be almost impossible to attempt to enumerate the many articles and commodities produced by the State of Michigan, which bring tonnage to the Erie Railroad, but thousands of carloads are moved annually in all directions, consisting of hay, grain, potatoes, beans, wool, lumber, agricultural implements, beet sugar, beet pulp, vehicles, machinery, drugs, varnish, paint and many other commodities; in fact, it is the popular opinion that Michigan is the most productive State in the Union and produces the most diversified traffic.

The State is covered with a network of railways, consisting of the



F. H. DOWLE,
(General Agent, Detroit, Mich.)

Michigan Central, Grand Trunk, Pere Marquette, Grand Rapids & Indiana, Lake Shore & Michigan Southern, Wabash, Detroit Toledo & Ironton, Manistee & North Eastern, Detroit & Mackinac and many smaller roads diverging from those mentioned above, all of which serve as feeders to the Erie Railroad system through connections via Niagara Frontier and Ohio Division junctions.

With the large manufacturing industries located at Detroit and throughout the State, naturally there must be a very heavy tonnage of in-

bound material of different kinds reaching this territory. A considerable share of this tonnage, not only from the east but from Ohio, Indiana and the Pittsburgh territory, is carried by the Erie Railroad.

To show the extent of some of our products, it is estimated that the bean crop of Michigan this year will amount to 7,000,000 bushels, equal to about 12,000 carloads. Of course, all the beans will not move East, but will, in addition to the Eastern trade, find markets in the South, Southwest and Western States. Everyone wants Michigan beans, because they are the best grown.

Michigan produces, also, about 7,500,000 pounds of wool per year; this commodity is shipped almost entirely to the East.

Statistics show that for many years Michigan has been the second largest potato producing State in the Union, New York State having occupied first place, but statistics for the current year show that Michigan leads in the potato production. As with beans the market is not entirely in the East. A large proportion of Michigan potatoes find their way to the South and West. The crops in New York State and other Eastern States, largely govern the movement from this territory to the Eastern markets.

Michigan is rapidly progressing as a fruit producing State: Apples, peaches and the smaller fruits are receiving special attention. Grapes are grown in very large quantities, but are rarely shipped East, finding a market in Chicago and other points in the West, South and Southwest.

The sugar beet industry is also one of large proportions; there are produced each year in this State, approximately, 709,600 tons, yielding 88,700 tons of sugar (approximately eight tons of beets produce one ton of sugar). There are sixteen factories in this State located at different points. The beet pulp residue, which is used successfully for the feeding of cattle, is shipped throughout the country, but particularly to the East.

It must be borne in mind that at all the points named there are many other important industries, in addition to those mentioned, the idea being at this time to draw attention to those for which the points referred to are particularly noted.

THE APPRENTICE SCHOOL AND THE SHOP, FROM A TEACHER'S VIEW.

By H. E. Blackburn, Apprentice Instructor, Dunmore Shop, Erie R. R.

(Continued from January.)

THERE are, however, some points in the use of machine tools that are more a matter of knowledge than of skill, and the book is a great help in this case, as a reference in figuring gears, feeds, speeds, thread cutting, working to angles and indexing on the milling machine. The top row of charts should be of objects representing shop work. The bottom row should contain explanations, compiled, if necessary, from text books, but worded in the language of the shop, on the three-in-one order. The boys know then exactly what they will have to master before they can receive their diploma.

Secretary of the Navy Daniels reports in the "World's Work" for October, that the chart system has worked out fine at the Charlestown, Mass., Navy Yard. It gives the boys a clear understanding of the practical shop work, as he works on the job.

The charts should not be smaller than two by three feet in size, and the objects drawn and words describing same, large enough to be read at a distance of four feet. The chart work should be made by the instructor himself. Shop methods should be shown in as brief a space as possible, with the absence of any "hot air," for there is a liability to make the charts tiresome, even to a willing boy, and this kind of a boy only needs a hint to help him, at the most. Of course, it is assumed that the boy has passed an examination which has proven that he can add, subtract, multiply and divide whole numbers and decimals, and that he has some idea of common fractions. If so, he should have no trouble in working the problem sheets, or in reading the charts which lead the boy to the working of the various models.

If the higher branches of engineering thermodynamics (whatever that is), have to be consulted in order to show some special apprentice about heat and its relation to the physical

condition of substances, same should be changed to shop arithmetic; and if the instructor cannot do this, he is a failure as a teacher for boys from 16 to 18 years of age, as first-hand knowledge is the only sure way of conveying lasting ideas by the use of charts, (the Westinghouse Air Brake Charts in colors, for instance,) that would require many pages of written matter to explain.

Similar examples should be given so as to not go over the same operation twice, and it should be the aim to show what can be done with a limited number of tools, in the least possible time. This form of working always leads to methods of efficiency. The chart on the Drill Press should describe the different kinds of machines and the work best suited for them, with the best form of clamping same, how to grind a drill correctly for drilling different metals, correct speeds, and feeds, along with a proper lubrication, how to drill to center punch marks, and how to draw the point of a drill, drilling at an angle, drilling deep holes, using a jig for various work, drilling and tapping, etc. The lathe chart should show the names of the parts on the machine, and tools used for same, work best adapted to the engine and turrett lathes, centering work, the correct and incorrect way, care of centers, means of driving work, safety first dogs, holding work on the face plate, and chuck work, tools for turning and boring, samples of the wrong way and correct way to grind tools, the steady and follower rests, turning and boring tapers, thread cutting, change gears, feeds and speeds. Care of machine.

Planer and Shaper Chart.

The proper work for each machine, clamping and chucking work, the difference between a lathe and planer tool, reading the graduations on head, use of the flopper and importance of throwing same on a vertical cut; feeds, speeds and fixtures; grinding tools, and care of machines.

Chart on the Boring Mill.

Clamping the proper kind of work to be done on a horizontal or vertical mill; proper and improper tools, with how to use tool holders, for working both heads at the same time, gang tools, setting the head to bore taper, proper height of cross rail, speeds, feeds, and care of machines.

Chart on the Milling Machine.

Samples of work best adapted for the milling machine, use of the index head, using the table on an angle, changing gears for spirals and index spacing for spur gears; setting the head for bevel gear angles, average speeds, feeds and lubrication; description of the various milling cutters, and where and on what class of work to use same. Care of the machine.

Chart on the Boiler Work.

Rules for punching, shearing, bending, flanging, caulking; use of pneumatic tools and laying out sheet work; bursting strength of boilers, bracing and staying, with the proper dimensions of a boiler for horse power, super-heaters, the electric, and oxy-acetylene burners, care of boilers, patches, government requirements, factor of safety, pops, and testing the boiler.

Chart on Steam.

Steam and its properties, heat appliances for making steam, types of boilers, feed-water, super-heated steam, expansion of steam, use of the indicator.

Chart on Electricity.

The A. B. C., or primer, on electricity; electricity compared to water power; classification of instruments and their work; current and pressure; the direct and alternating currents; induction coils; magnetism; wiring and lighting.

Air Brake Charts in Colors.

Mounted on Hartshorn curtain rollers; New York and Westinghouse primer; New York and Westinghouse compressors; the plain automatic and quick-acting brakes; the engineers' brake valve; the duplex air gauge; triple valves; auxiliary reservoirs; brake cylinders; pipe and fittings; signal system; all forms of application of the brakes; charging, testing, and general instructions on repairing.

Two Charts on

Filing, fitting, scraping and chipping, and how to use a Tap, Reamer and Drill, in connection with an Air Motor.

Four Charts on the Erecting Shop Work.

Describe squaring and lining up frames, cylinders, guides, shoes and wedges; diagrams of the various kinds of slide and piston valves, with their respective link or valve motions; how to hang the links, set the eccentrics or cranks for Stephenson, Walschaert and Baker valve gear; good practice on rods, driving boxes and eccentric troubles; refitting same, and kinks about the running gear for round house practice; importance of

correct traming of wheel centers, stud work, throttle and steam pipes.

Various models about the school on valve gears help to show how it should be done in the shop. A complete locomotive, 20 feet long with a 3 foot gauge, should be in every class room, so as to allow each boy to rough sketch each part, preparatory to making a finished drawing to scale, with all the dimensions. Later on he should also be required to tell what each part does, as well as its correct name, as he assembles the part on the engine. If his drawings are worthy of special attention they should be sent to the proper officials, along with whatever data he can furnish for a write-up. If it finds favor with the mechanical engineer, he may publish same in the official magazine, and when they want a bright boy they know where to find one.

A very instructive chart is given over to the mechanical movements, powers and devices, levers, tackle, blocks, the inclined plane and screw work, power and energy, horse power of steam, gas and electric engines; also 57 varieties of motion-doing work. Tractive and draw-bar pull is also shown.

The chart on formulas is arranged with special care, so as to simplify all "stiff stuff" to the shop language, and to compare the figures with actual shop tools or appliances. This chart is also useful to the foreman; perhaps the mechanic in the shop might give it a shot now and then. Better rules or ways of doing work means new charts, so they can be kept up to date at a small expense.

Mechanical Drawing.

It is not the aim of the school to make draftsmen, but in order to have the boy read a blueprint, it is in line to teach the boy who cares to draw, the use of the instruments, lettering, rough sketching, and isometric drawing. The latter helps the pattern-maker apprentice out in reading a print for core boxes, etc. This photo-like print also helps the so-called mechanic in the shop many a time. Paper, ruled in ¼-inch squares, is used to help the boy in rough sketching, without the use of any instruments. The school library should contain books compiled by such men as Fornsy, Wright, Colvin, Stanley, Grant, Ashley, Diemer, Edison, Willard and others. It should be well equipped with the various monthly railroad and employes' journals. Magazines from other roads should be handed out now and then, so as to see what the other fellow is doing. Safety first magazines should be in evidence. Also trade catalogues, which have many up-to-date ideas in them. A good shop kink book is a valuable addition to the library, and it can be kept up to date by clipping out dope from the journals, and pasting same under a classified heading.

A Balopticon, or magic lantern, should be used in every school to show opaque objects on a sheet. It can also be used to good advantage in showing the standard practice cards up to 8 x 12 feet in size. The boys always enjoy the change from study to the "movies." Cuts can be shown so as to keep the boys posted about anything new along the line. The Balopticon is the only instructor that can be used to advantage in educating an entire class at one time. For the boys who have any constructive instinct, which is a foreshadow of genius, a shelf should be put up to hold models, containing small engines, aeroplanes, the wireless telegraphy, electric motors, dynamos and gas engines.

As every boy has a profound dislike for some part of the trade, it is well to encourage him to become proficient in the part only that he likes best, during the last year of his trade. This is the time to encourage him to take up a correspondence school course, or to visit the night schools if available. He should also be placed on any job left vacant by the mechanics off on a vacation, or on account of sickness.

The Navy Yard schools seem to think the boys they bring up in their shops, "puts it over" on the college-made boys for one year. Boys who graduate from technical colleges, as a rule, only stay long enough with a railroad to "ketch on," simply because they will not drop their snobbery for hard work. They are looking for something soft and easy, while the boys from the public schools work out their own salvation in the shop. These boys stay to the tune of 55% over 2% of the special variety, that leave for fields anew. A noted educator at one of the western roads asks: "Why should a railroad company be asked to educate special apprentices from college, when the colleges advertise to do the job, and even find the boy employment?" In the first place, the college doesn't aim to find what the boy is capable of doing, so as to intelligently approach his life work. Of

course, there is an exception now and then, but the exceptionally bright boy will make good with or without a college career.

If the poor boy is one of the exceptionally bright kind, but unable to go to college because his folks cannot afford it, why he has to start out with a common school education, and depend on his good health and common sense to help him win the respect of his shop mates. This always starts the boy right to learn, and succeed in a railroad career.

The general run of college boys know it all at the age of twenty. They discover their mistakes at twenty-five, and after failing to get the support of their associates, finally settle down to business, after it is too late to learn the trade correctly.

Apprentice railroad boys should be divided into three classes.

The "C" class should be for the raw recruits, only.

They should remain in this class until they have worked out the prescribed problem course and mastered the names of the shop tools, machines, their work, along with rough sketches of same. They should also be able, when asked, to tell the name of each part of the model locomotive in the school room, and what part it takes in running the engine.

The "B" class should consist of the boys who have mastered the C class course. Problem work should be dropped for actual shop practice, and object drawing of parts on the school locomotive. All dimensions should be supplied and the rough sketch redrawn to scale, preparatory for a tracing.

For the boy who dislikes drawing and prefers work, parts of an engine from the shop should be placed at his disposal, preferably some work he is employed on during the day, such as scraping, chipping, filing or fitting. The instructor should watch this class of work in the shop if he wants a good "A" class later on. He should also see that the boys are changed regularly, so that they may "get a show."

The "A" class should be composed of boys who have passed 90% from the B class. Theory is dropped for practical work; debating is encouraged, and trade journals are passed out to offer subjects for discussion. The Master Mechanic should be invited to address the school, and look over the boys' work. It helps wonderfully to have some boy recommended for the drafting room by the Master Mechanic, and the instructor should aim to give each department in the shops an equal show for the prize, for it is not the boy with a pull now, that counts high with his employer. If he wants to win the confidence of the "Boss" now, he must sit up and take notice.

The day of the handy man is also past. It is the man who has learned to do one thing well now, that is indispensable to his employer. To put it in the term of the street, "If you are peddling trained canaries, let your birds be out of sight."

FAITHFUL VETERAN RETIRED.

On the 18th day of November last, Louis William Berger, Passenger Trainman on the Mahoning Division, was seventy years of age. Account of having reached the age-limit, he has been relieved from active duty commencing Jan. 1, 1914.

Mr. Berger was born in German Prussia, on Nov. 18, 1843, and came to Cleveland with his parents in the year 1852, where he has resided ever since. He first entered the service of the Erie R. R. as freight trainman, on May 14, 1863; was promoted to conductor some time early the following Summer; was conductor for several years, when he resigned and took service as conductor on the Toledo Division of the Lake Shore Railroad, in 1873, where he remained as conductor for two years, returning to service of the Erie and accepted a position as Passenger Trainman in 1875, which position he has very well filled up to his retirement.

Mr. Berger has the record, that in all the years of his experience as freight trainman, freight conductor and Passenger trainman, of having never been called to the office of the Train Master, or the Superintendent for any infraction of the rules or for, in any way, neglecting the things that were his to do. He has never been injured and has never been sick, and is to-day hale and hearty and can run a mile as fast as any man on the Mahoning Division of half his age.

As an illustration of how Mr. Berger has always attended to his business, it may be recalled that several years ago, this Magazine told of how Mr. Berger carried one set of tail lights, or train markers, for twenty-one years; also carried one white lantern for eleven years, which



MR. AND MRS. LOUIS WILLIAM BERGER AND THEIR THREE SONS (See Page 718).

was stolen from him while his train was stopped between "DK" Tower and Cleveland Depot, one Sunday evening.

Mr. Berger also has the record of having worked 51 years for every Superintendent that officiated on the Mahoning Division, finishing his service with an honorable record under the present Superintendent, Mr. F. J. Moser, who congratulated him on his long and splendid service.

Mr. Berger now retires from the service to enjoy a well merited rest, and with the best wishes of the hundreds of trainmen on the Mahoning Division of the Erie, as well as on the Pittsburgh and Lake Erie, where he has run, in joint service, for the past eleven years.

The accompanying picture shows Mr. and Mrs. Berger and their three fine looking sons, who reflect the same credit on their parents, as Trainman Berger did for so long a period on the Erie.

Trainmaster Minehan of the Mahoning Division, endorses L. W. Berger as one of the most faithful and reliable railroad men of his acquaintance.

DONT'S THAT ARE WORTH REMEMBERING.

(From Cincinnati Division.)

Don't tell the operator to tell the dispatcher to tell the chief dispatcher to tell the Superintendent something; write a message.

Don't fail to report a signal that is not working properly.

Don't fail to report broken bond wires on your section.

Don't fail to keep slag and cinders away from the rail, as it interferes with automatic signals.

Don't line surface or repair track, without first notifying the signal maintainer.

Don't surface line or repair track at derail location, without notifying signal maintainer.

Don't fail to keep insulated joints tamped up solidly.

Don't use salt on interlocking connections.

Don't take a hand signal at interlocking plants.

Don't disregard a light out on a signal stop.

Don't fail to report a dangerous condition in all departments.

Don't ring the bell before moving engine out of house or about ash pit.

Don't blow the whistle unnecessarily about the roundhouse or ash pit.

Don't fail to confer, personally, with the Roundhouse Foreman, as to defects of your locomotive, that are liable to develop dangerous. This should be done in connection with regular work reports.

Don't move engine out of roundhouse, or from a long standing position, without first opening cylinder cocks.

Don't forget, some accidents are

caused by failure of one or more men to use necessary care and diligence.

Don't forget, no safety appliance is safe in the hands of an unsafe man.

Don't do your work improperly. It is easier to do a thing right, than it is to explain why you did it wrong.

Don't forget that a minute of judgment is sometimes worth a day of energy.

Don't forget you are responsible for the safety of others, as well as yourself.

Don't fail to do things the way you are told; then if trouble comes it's up to the Boss.

Don't forget, you are paid to comply with the rules. Think of that when you sign the payroll.

Don't think because an accident has not happened it won't happen.

Don't allow aisles in passenger coaches to be obstructed with hand baggage.

Don't use a track jack on the inside of a rail; it may cause a derailment, should an unsuspected train approach.

Don't try to operate a machine and hold a conversation at the same time.

Don't depend too much on the water glass; use the gauge cocks.

Don't operate hand cars without one man facing forward and one backward.

Don't try to take train orders and answer questions at the same time.

Don't forget the Book of Rules was the Superintendent's text-book, at times when you wish you knew as much about train operation as he does.

BEAU BRUMMEL OF TUMA SHOP

The Magazine takes pleasure in presenting to its readers, a picture and sketch of Edwin C. Litz, who is at the present time a roundhouse machinist.

"Eddie" started his railroad career with the "Old Reliable," October 12th, 1885, as a machinist apprentice and was advanced to machinist, October 1st, 1888. He has for several years past been used as a general utility man, on account of his all-round abilities.

A glance at his picture may be sufficient for a man with a knowledge of human nature, to decide there must be some tact behind a young man who rises from an ordinary machinist apprentice and be able to present such a good appearance as this picture shows him. He is a sort of Beau Brummel among the Frank Tuma clan.

Several inquiries have been made regarding Eddie's present capacity, the latest one being if he was not a musical director, or dancing master.

Truly, he is to be credited with so neat an appearance and it is because many of his associates are unable to cope with such up-to-date style, that they envy Eddie's neatness. Some say a man is not known by the coat he wears, but this does not apply to Ed., and if at any time you desire any knowledge, as to what you should wear, in connection with the latest fashions, just ask Ed. and you will get the desired information.



EDWIN C. LITZ,
(Roundhouse Machinist.)

Since this picture was taken Eddie has joined the "Army of Benedicts," but, nevertheless, we want to impress upon the minds of our associate readers, that he still "shines," and we hope that he will continue to "shine." Good luck, Ed.

One man's poison is another man's bread—if the latter is a doctor.

TWO WORTHY PROMOTIONS IN TRAFFIC DEPARTMENT.

THE Board of Directors of the Erie Railroad Company at a meeting held Jan. 14, last, promoted Mr. D. W. Cooke from General Traffic Manager to Vice-President and General Traffic Manager, thereby giving recognition to as popular a railroad official as exists in this country today and one who has made good in the Traffic Department of the Erie, in all that these words imply.



MR. D. W. COOKE.

Furthermore, Mr. Cooke holds the sincere esteem of his fellow officials and every man in his big department, who appreciate him for his strong personality, unassuming manner and because he is a gentleman at all times. The employes of his department rejoice with him in his present well-deserved promotion.

Following is a brief biographical sketch and his railroad record:

He was born Dec. 31, 1863 at Lewiston, N. Y. Entered railroad service in May, 1881, as clerk local freight office, Chicago & Northwestern Railway at Council Bluffs, Ia., since which time he has been, consecutively, 1884 to 1887, Chief Clerk, General Passenger Department, Sioux City & Pacific Railroad at Missouri Valley, Ia.; 1887 to September, 1890, successively Rate Clerk, General Passenger office, Chicago, St. Paul, Minneapolis & Omaha Railway, at St. Paul, Minn.; Clerk, Passenger Department, Texas & Pacific Railway, and Clerk, Passenger Department, Wisconsin Central Lines at Miiwaukee, Wis.; September, 1890 to Jan. 1, 1893, assistant to General Passenger and Ticket Agent, Chicago Great Western Railway; Jan. 1, 1893 to Nov. 1, 1895, Assistant General Passenger Ticket Agent same road; Nov. 1, 1895 to July 1, 1901, Assistant General Passenger Agent, New York Lake Erie & Western Railroad and its successor, the Erie Railroad; July 1, 1901 to Jan. 14, 1905, General Passenger Agent same road, Jan. 14, 1905 to Jan. 31, 1907, Assistant General Traffic Manager same road; Feb. 1, 1907 to March 31, 1909, General Manager, same road at Chicago; April 1, 1909 to date, General Traffic Manager, same road at New York.

This biographical sketch tells, briefly, the story of the railroad life of Mr. C. L. Chapman, very recently promoted from the position of Assistant to the General Traffic Manager, to be Assistant General Traffic Manager of the Erie Railroad Company.



MR. C. L. CHAPMAN.

Mr. Chapman has risen on his merits and as he climbed through the various grades always carried with

him the same democratic characteristics for which he is proverbial throughout the big headquarters building. Furthermore, he is among the best posted traffic men in this country today, even though still a youngster.

All the boys have extended sincere congratulations, and with his promotion he carries their very best wishes for success.

Following is his railroad record, all with the "Old Reliable:"

He began as stenographer with T. F. Powell, Agent, Erie Despatch, Rochester, N. Y., Oct. 8, 1897. April 5, 1899, he became Stenographer to Division Freight Agent Bowman, Rochester, serving later as Chief Clerk in that office from Jan. 1, 1900, to May 4, 1904. From that date to July 31, 1904, he held the position of Stenographer Secretary to R. M. Parker, G. F. A. New York.

From Jan. 13, 1905 to Feb. 1, 1907, he served as Chief Clerk to D. W. Cooke, Assistant Traffic Manager, New York. February 1, 1907, Chief Clerk to Freight Traffic Manager Shane, New York. May 1, 1907, clerk with Vice-President H. B. Chamberlain. October 19, 1909, Chief Clerk to General Traffic Manager Cooke, New York. August 1, 1912, Assistant to the General Traffic Manager, which position he held until his recent promotion to Assistant General Traffic Manager.

IT WAS EASILY KEPT.

"What animal," asked the teacher, "is satisfied with the least nourishment?"

Looking over the raised hands, she said: "Well, Harry, you may answer."

"Please, ma'am, the moth. It eats nothing but holes."

It is easier to rest too much than work too hard.

EXPERT TIME-KEEPING AND ACCOUNTING.

A REPRESENTATIVE from the Auditing Department checked the piece work time-keeping and accounting, in connection with car cleaning in Jersey City yard for the month of September, 1913, and this is what he found:

Total amount underpayments.....6.60
Total amount overpayments.....4.64

Total adjustments.....11.24
Net underpayments 1.96

The opening paragraph of his report read as follows:

"The check indicates that records at this point are kept in very good shape, with possible exception of description of day work performed, signing of time slips and piece work forms 3318. Occasion is again taken to emphasize the importance of filling out time slips properly and seeing that they are correctly signed."

Since the Auditor made the check referred to, there has been some changes in the methods of handling this work, and we feel very sure the errors referred to above have been corrected.

The parties responsible for the good showing in handling the time-keeping and accounting are, Mr. John Rock, Time-keeper; Mr. Warren Weary Piece-work checker; Mr. William Armstrong, Piece-work checker.

Mr. Rock has been in the service a long time and is a faithful and efficient time-keeper.

The two piece-work checkers are young men of promise, and we feel that they will put forth every possible effort to eliminate all errors in the future.

AGENTS, PLEASE READ THIS.

One of the first things that the average traveler notes on arriving at a railroad station is the condition of the waiting rooms or ticket offices. Cleanliness is one of the missing virtues of many stations because the representative of the railroad company has not swept the cobwebs from his eyes nor learned by comparison how really and permanently attractive clean stations are. A man who is clean within is clean without, and thus the condition of the station may frequently be taken as an index of the mental make-up of the agent himself.

We should endeavor to remember that the general public is really interested in anything which adds to the attractiveness of their individual town and as the railroad station serves as an introduction to the community, it should be as spick and span as the agent's ingenuity and time will permit. —Sunset Central Bulletin.

IS NO SUN HERE.

In the valley of the Lyn, near Lyn mouth, North Devon, there is a quaint little hamlet called Middleham, where for three months in the year the sun is not seen.

CLAIMS PAID FOR ACCIDENTS DUE TO CARELESSNESS.

Another case of laborer injured at coal pocket handled by conveyor system. The machinery is entirely exposed and, in order to operate the levers, it is necessary to stand in a space 24 in. wide between unguarded gears and revolving belt. This man came in contact with the belt and was carried underneath the clipper before he could be released.

An amount paid in settlement of claim, as result of injuries sustained by careless handling of cars, while claimant was coupling air hose. While so engaged, other cars were kicked down on the same track, and this man was injured in the collision with the cars under which he was engaged.

Defective tools is another common cause of injuries sustained by employes. In this particular case, a sliver of steel flew from spike maul and struck the plaintiff in eye. Examination of the maul disclosed that one piece had already been chipped off before this accident.

An amount paid in settlement, as result of disregard of car repairers' flag. In this particular case, the switching crew removed the flag, in order to take out two cars, and as result of their conduct in this respect, car repairer was killed.

Injuries sustained by a claimant, caused by stepping into space between planking and frog. This was known as a Spring Frog, with a space of from 5 to 7 inches between frog and the planking, for movement of the spring rail. We should guard against use of spring rails at traveled crossings.

Another case of horse's foot becoming caught in space between rail and crossing plank, throwing horse to ground. Rails at this point had been joined by means of angle bars, and part of the crossing plank had been cut away to give room for the nuts.

An amount paid as result of careless handling of a passenger train, which was started while passengers were alighting, and can be attributed to failure of head trainman to receive proper signal from the rear before starting the train.

An amount paid in settlement of a claim as a result of injuries sustained by plaintiff, caused by brakes on a car being inoperative by reason of ice. This car had been cut off the train and was being placed on a switch with a slightly descending grade. It could not be stopped in time to avoid a collision with other cars in this switch, on account of ice on the brakes, and the plaintiff, who was inside of the car, was thrown and sustained severe injuries.

An amount paid in settlement of claim, as result of water tank collapsing under which plaintiff, with other laborers, was engaged. This tank collapsed owing to defective condition of the hoops and insecure and weakened condition of the framework.

An amount paid to a man, as result of death caused by careless operation of crossing gates. In this case, the wagon was allowed to enter the crossing and was then shut in between the gates.

Settlement demanded, as result of personal injuries caused by careless handling of a baggage truck by newsdealers, who were allowed to use this truck in handling papers from the train. The truck was allowed to run off the platform, was struck by the train and the plaintiff sustained severe injuries.

An amount paid in settlement of a claim, which resulted from rough handling of a freight train, by making coupling while plaintiff was attempting to board the caboose. The coupling failed to make and caboose was shoved back 40 or 50 feet, and plaintiff was thrown under the train.

An amount paid in settlement of a claim as result of careless operation of crossing gates, which were allowed to descend rapidly as plaintiff was leaving the track, striking her before she could get out of the way.

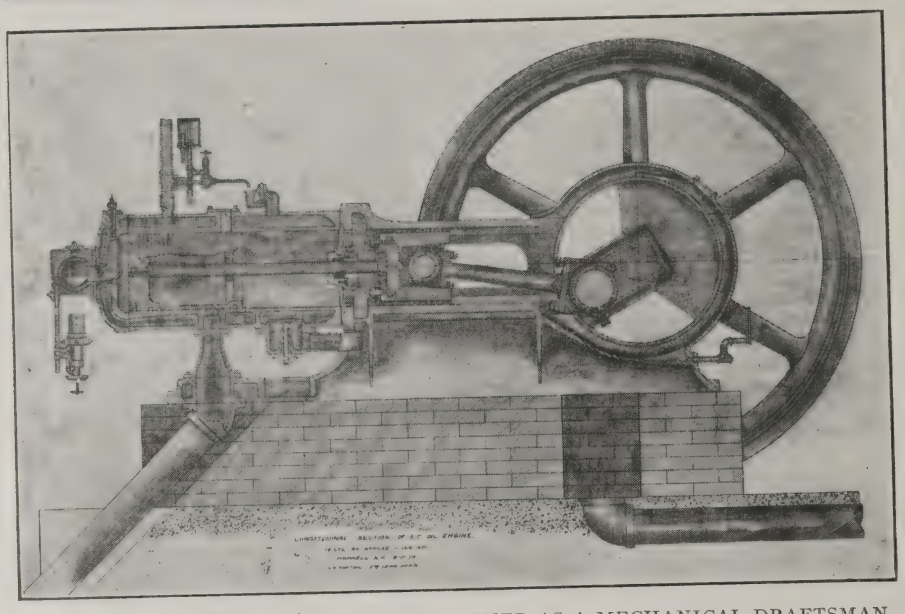
ADVERTISES ERIE IN VERSE

A prominent merchant and successful business man passed through the streets of Cleveland, O. lately, with a sign on a big canvas banner attached to his automobile. Pretty good advertising for the Erie, indicating, also, his good will towards the Erie, and it wasn't merely the sign, but he produces the goods, for he ships via the Erie.

The sign contained this verse:

If you want to be happy the rest of your life,
And have no more cause to be weary;
Just pack up your quarrels, trouble and strife,
An ship them away by the ERIE.

You can make a thief out of anybody if you can get him to start on postage stamps.



DRAWING BY LEONARD S. HORTON, TOP-LINER AS A MECHANICAL DRAFTSMAN.

STANDS HEAD OF HIS CLASS.

The drawing herewith, made by Leonard S. Horton, a third year apprentice, in Hornell shop represents an Enclosed Case, Twin Cylinder, Bessemer Oil Engine. The principal dimensions of the engine are as follows:

165 H. P.; cylinder 12 inches by 20 inches; speed 180 R. P. M.; diameter of Fly Wheel 76 inches.

Mr. Horton is at the head of the class in his line of work. He was born at Spring Mills, Allegheny County, New York, March 30, 1893, and is, therefore, 20 years of age. After attending the Spring Mills District School for five years, the family moved to Canisteo, a small town on the Erie Railroad, just east of Hornell, where he attended the Academy and Union Free School for six years, completing two years High School Work.

His apprenticeship with the Erie Railroad Company commenced in Hornell shop, Jan. 24, 1911 in the Erecting Department, where he served a year and six months, obtaining all around Erecting shop experience. Mr. Horton then was sent to Meadville Drafting room for six months, returning to Hornell shop, where he is employed at the present time.

This young man has just been granted a Free Scholarship in the American School of Correspondence and we have every reason to believe that his work will be a credit to that Institution.

ORDER OF THE RED SPOT.

FEBRUARY MEMBERSHIP.

New York Division and Allied Lines.

Engine No.	Engineer.	Firemen.
11	J. H. Linley	F. Daley
12	J. M. Haggerty	M. R. Moran
514	W. A. Johnson	J. C. Myers
517	D. J. Ackerman	E. J. Brower
522	W. French	C. M. Knapp
526	W. G. Cole	J. J. Coneys
590	J. O'Brien	T. Balmos
618	J. Ahern (days) W. Clauson (nights)	
793	H. W. Smith	P. J. Leonard
813	W. O. Cutler	J. J. Reilly
820	E. M. Carlough	N. M. Cable
826	G. Wallace	G. Eckerson
831	T. Duffy	E. G. Jacobus
850	W. Van Dine	W. F. Johnson
900	S. F. Ballam	W. Dixon
937	H. N. Palmer	
950	A. Garrabrandt	F. Demarest
955	D. O'Brien	W. McMahon
963	C. F. Handy	A. Knarich
964	G. H. Beatty	E. G. Marsh
965	H. L. Sarvent	J. E. Green
966	H. Schmoll	S. Seidler
968	S. Evans	J. J. McIver
970	H. Springstead	F. Vernon
2503	J. Downe	J. Reugger
3037	W. Crane	R. A. London
3038	F. Fitzgibbons	H. Paffenroth
3042	A. O. Roberts	F. M. Wood
3043	W. E. Bolcom	O. D. Carpenter
3044	A. H. Barley	J. E. Boyd
3045	F. Beatty	J. W. Wellon
3046	W. Thomas	O. J. Mills
3047	R. E. Moore	T. R. Davis
3049	W. Coleman	B. T. Miller
3050	D. Brahaney	F. Hall
3059	W. H. Balmos	W. Brown
3064	E. J. Murphy	M. Grathwohl

RAILROAD MEN'S IMPROVEMENT SOCIETY.

Elaborate preparations are being made for the Annual Dinner to be given by the Railroad Men's Improvement Society on Saturday Evening, March 7, 1914, at the Hotel Astor, Broadway and 44th Street, New York.

Many prominent Railroad, Commercial and Business men have accepted invitations to be present among whom are Mr. F. D. Underwood, President of the Erie Railroad; Mr. L. F. Loree, President of the Delaware & Hudson Company; The Honorable John Purroy Mitchell, Mayor of New York City and Mr. G. J. Post, President of the Railway Men's Business Association.

The several committees are busily engaged in completing arrangements to make this a gala event and it will surely be recorded as a red letter night in the history of the Society.

The room selected for the Banquet is the "Belvidere," which adjoins the roof garden and is beautifully furnished and decorated.

Many requests for tickets have already reached the committee, and from present indications there will be more than 250 guests in attendance on that evening. As the room is limited to a capacity of 250, those desiring to attend should have their requests for tickets in the hands of the committee at the earliest date possible.

The meeting of the Society held at 143 Liberty Street, 6.00 P. M., Jan. 8, was addressed by Captain Robert W. Hunt, President of R. W. Hunt & Company, Chicago, Ill., the subject being "Rail Manufacture and Inspection."

This was, perhaps, one of the most interesting and instructive lectures, that has been delivered before the Society and a keen interest was taken in the subject by the members.

On this occasion the Society was favored with the presence of Mr. J. G. June, Superintendent of Terminals, Erie Railroad, also Mr. C. F. Case, Commercial Agent, Erie Railroad, both of whom made short addresses, which were very interesting.

The meeting on Jan. 22 was addressed by Mr. Charles Cluff, General Manager of Sales, Carnegie Steel Company and Illinois Steel Company, New York, N. Y., his subject being "The Standard 'T' Rail from the Ore to the Track."

Mr. Cluff's Lecture brought out many fine points of great interest to the members of the Society and it is believed it will be remembered and serve to stimulate interest for greater knowledge of this subject, than members could hope to absorb at one time.

After the close of the meeting 65 of the members adjourned to a nearby restaurant, where a dinner was served and an enjoyable evening spent.

The lectures given by the Railroad Men's Improvement Society for the Fall course, have been largely attended and the Society has had a very prosperous season, thus far.

The coming dates booked include lectures by Mr. C. C. McCain, Chairman Trunk Line Association, New York City; Mr. A. M. Sakolski, Ph.D., Member of the Faculty, New York University; Mr. G. H. Minor, Assistant General Solicitor, Erie Railroad; Mr. W. O. Rock, Division Passenger Agent, Erie Railroad and Mr. J. F. Moore, General Secretary International Y. M. C. A., New York.

As the lectures are furnished by men proficient in their line of work, it can be readily understood that the members are greatly benefited by them; also, as the lectures are printed, it gives the members an excellent file for ready reference on matters in which they are more or less daily engaged.

TWO NEW ERIE RAILROAD STATIONS.

THE present freight house at Binghamton, N. Y., was built in 1911-12, to replace one on the same site, destroyed by fire, and is probably the most up-to-date freight house on the Erie R. R.

The freight house proper is approximately 407 feet long and 37 feet wide, divided into inbound and outbound houses by a fire wall. Adjoining the freight house at one end is a two story office building 75 feet by 37 feet, and at the other end a covered transfer platform 529 feet long and 19 feet by 6 inches wide.

The construction of the freight house and office building is fireproof, all walls being of brick, and floors of concrete, those of the office building being supported upon steel beams and



ERIE'S MODERN FREIGHT HOUSE AT BINGHAMTON, N. Y.

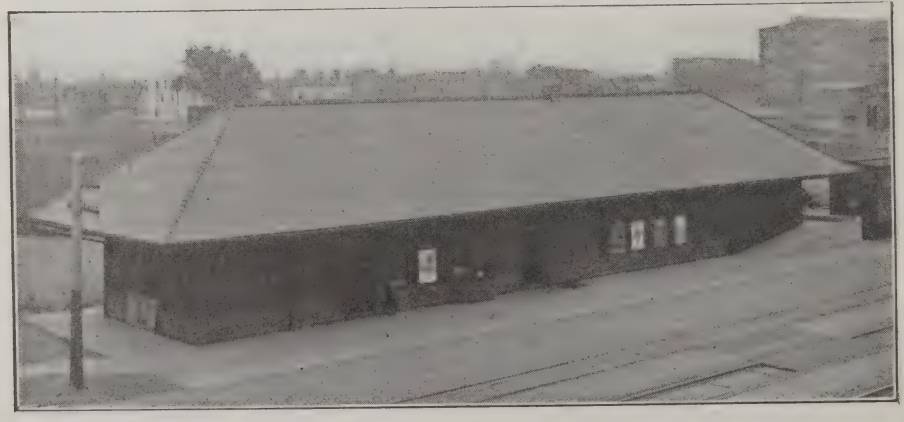
girders, while all roof trusses are of steel. The large doors in the freight house are of the rolling steel shutter type.

As will be seen in the illustration a canopy, supported on steel brackets, extends the entire length of the house on the street side to afford protection for vehicles when loading or unloading.

On the track side the building is built close up to the track, so that freight is handled from cars to teams or the reverse without being exposed to the weather.

This last feature is worthy of note, in that previously it was customary to construct a platform in front of freight houses on the track side, making it unnecessary to spot cars to bring the doors of the cars opposite the doors of the house, as the cars could be unloaded onto the platform and into the house. At the Binghamton house where room was restricted. the space usually occupied by such a platform was given to the building and by narrowing up the space between doors to about eighteen inches the whole side of the building can be, so to speak, opened and freight handled directly from cars to house, without obstruction.

The office building is fitted with all modern conveniences, having steam heat, toilets, electric light, etc. The second story, in which is the agents' office and clerical force, is approached either from the ground by an iron stairway, or from the Chenango St.



ERIE'S MODERN PASSENGER STATION AT ENDICOTT, N. Y.

viaduct over an iron bridge, as shown in the illustration.

The station at Endicott, shown in the illustration, is interesting, in that it is an instance of the growth of industries and consequent increase of traffic on the Erie R. R.

The station at Endicott, prior to the present building, was built about 1903. It was a wood panel structure 64 feet long by 16 feet wide and contained waiting room and toilets, ticket office, baggage and freight rooms. Owing to the rapid increase of business at this point it became necessary this year to enlarge the station.

So great, however, were the additions made, that it might be said the old station was embodied in a new building.

The building as altered is 107 feet long by 22 feet wide. There is a waiting room 21 by 17, women's retiring room, smoking room and toilets.

A large combined ticket and freight office is provided, 21 feet square, from which opens a separate room for the storage of records. A room 10 feet by 15 feet was considered sufficient for baggage, while the freight room is 21 feet by 45 feet wide.

The station is wood frame covered with shingles and wood siding, and has a slate roof with tile trimmings.

The interior is very simply finished with hard pine. All floors are of wood, except in the toilets, where they are of concrete. The building is heated with steam and lighted with electricity.

STEWARD ROSS A GENTLEMAN

Youngstown, O., January 19, 1914.

R. H. Wallace Esq.,
50 Church St., N. Y.

My dear Sir:

I do not know who the head of your "Bouquet Department" may be, but I trust that this communication will be passed on to the proper authorities.

I was a passenger yesterday, en route to Youngstown, on your No. 7, and as I went into the Diner for luncheon, I noted that the only occupants of the car were four women emigrants.

They must certainly have received a good impression of our boasted "democracy" (generally more honored in the breach than in the observance), through the courteous treatment which was accorded them at the hands of the Steward of that car.

If they had been the wives of your Directors, he could have shown them no more polite attention or obliging care. He explained to them the various denominations of our money and saw to it that the correct change was made after the payment for their meals.

His conduct was that of a gentlemen (a much abused word, by-the-by) and it was noticeable because of its rarity, so much indeed that I can not resist the desire to write you regarding it.

The name of the Steward (as shown by the sign in the car) I think was Ross.

In this same communication allow me, please, to also throw a few encomiums your way. I want to congradulate you upon the ever-increasing efficiency in all of your departments.

In railroading you are certainly coming from the ridiculous into the sublime, and to ride upon the Erie, is now getting to be a pleasure to be enjoyed, instead of a penalty to be endured.

Very cordially yours.
(Signed) George D. Alden.

Redapth Lyceum Bureau, Chicago, Ill.

January 22nd, 1914.

Mr. C. D. Alden,
care of Redpath Lyceum Bureau,
Chicago, Ill.

Dear Sir:

Thank you very much for your favor of the 19th instant, congratulating us on the action of Dining Car Steward, Mr. Ross.

We are trying very much to render courteous and efficient service to our patrons, and it is a source of great satisfaction to get letters such as yours.

We have advised Mr. Ross' superior officers of your kind remarks and will see that he also hears of it.

Thanking you very much, I am,

Yours very truly,
(Signed) R. H. Wallace,
General Passenger Agent.

January 26th, 1914.

Mr. Wm. Ross, Steward Dining Car 950,

Dear Sir:

Herewith correspondence relative to manner in which you handled 4 emigrant passengers, who were in car that you were in charge of January 18th. It affords me great pleasure to receive letters of this kind, and I want to say that the way you handled these passengers should be copied by all the employes in this department.

Very truly yours,
(Signed) I. A. Canning,
Supt. Dining Cars.

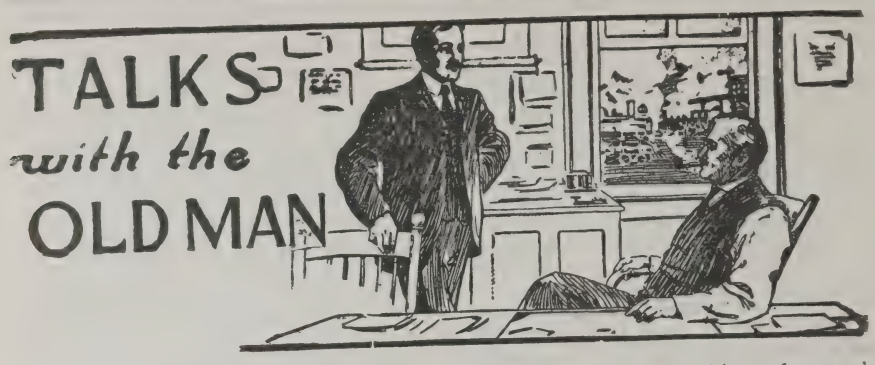
NO WONDER SHE DIDN'T KNOW

One day Mr. Smith went to buy a bushel of buckwheat for sowing. The man who sold the wheat was away but his wife undertook to make the sale. She found a peck measure and they went to the granary.

She filled the measure twice, poured the contents into the bag, and began to tie it up.

"But, Mrs. Lawton," said the man, "it takes four pecks to make a bushel."

"Oh, does it?" replied the woman, untying the bag. "Well, you see I never had any experience in measuring grain before I was married: I always taught school."—Everybodys.



When the Old Man arrived at his official sanctum on one of the recent very cold mornings in January, he did not wear an expression on his countenance as calm as a June sky, for he had heard things that not only did not please him, but positively ruffled his feelings.

Gaffney was feeling somewhat more composed, as he had been up the road for a day tackling the pickerel through the ice, the latter being about two feet thick on the favorite lake.

"Where have you been Gaffney?" queried the Old Man, without scarcely looking up from the letter he was perusing.

"Up the road trying to keep things straight," answered the First Lieutenant in a voice as steady as a star witness before a stern jury, for he saw that something unusual had worried his superior officer and he was not inclined to trifle.

Before the Old Man could work in another query, Gaffney broke in, "Boss, I was up the road over Sunday to have a day's fishing and try and forget our troubles for awhile, and didn't have such bad luck, either."

"Then you caught some fish," replied the Old Man, as his face took on a look of cheer.

"I did," answered Gaffney, "and I sent a nice mess to you by express, thinking a few fresh pickerel would do you good."

The Old Man was non-committal and didn't say whether the fish reached him or not, nor did Gaffney ask any questions.

"You say you have been up the road trying to keep things straight; did you find anything crooked?" The Old Man eyed Gaffney keenly, as though anticipating a negative reply, but the Lieutenant came back strong and this is what he said:

"Yes, Boss, I found something very crooked; in fact something of a ram's horn nature and probably you know what I mean."

"Go ahead with your story," replied the Old Man.

"Well," continued Gaffney, "Rule 257 has been violated and, as might be expected, it resulted in trouble."

"It always does," shouted the Old Man, his face turning livid with rage, "but let me have the story, no matter how exasperating its recital may be."

" I might as well spit it out, Boss; one of our men violated Rule 257 and a rear end collision resulted: It was the old story of the muddled brain and dead faculties, and, of course, as usually occurs, conditions were such that something had to happen. You know the Devil takes care of his own and this fellow escaped without even a scratch.

"An open switch, I'll bet my boots," ventured the Old Man.

"That's what it was," replied Gaffney," and it was an unusual case. You see one of our freight crews took a passing siding to let a passenger train by, and the Conductor stood at the head end, as is customary when switching is to be done at the next station, to facilitate the work. The regular flagman got left at the station from which train had departed and the only man in caboose when train pulled into passing siding, was a brakeman, who was the regular middle man. He was asleep and failed to close switch after his train had pulled in off main track.

"A passenger train was following on a caution card. Its Engineer saw the freight train in siding, but failed to notice that switch had not been closed. He failed, mind you, despite the fact that target was on his side of the track and there was nothing to obstruct his view for a considerable distance. In addition, the target was well painted and plainly discernable.

"This passenger Engineer, when he saw the freight was in the clear, proceeded at full speed and did not notice his error until unable to stop before striking the caboose, which was about four cars length in the clear.

"Now, Boss, I wish to place special stress on the circumstances that led to the trouble, that you may know it all, and that it may serve as a good warning to all crews and especially Conductors, to know positively that conditions are right, before they proceed into sidings to allow another train to pass.

"Before the freight train left the station where it had been working previous to the accident, the Brakeman who complained of feeling sick, asked the Flagman to change places with him, and this was agreed upon, the Brakeman being competent to flag, had he been himself. But, this arrangement was made without the knowledge of the Conductor. It was noticed by the man who had changed with the Brakeman, that when train left the station where the arrangement was made, he, the Brakeman, had failed to properly take care of one of the switches, for which reason the former jumped off, went back and properly secured the switch. In doing this he got left.

"Of course, an investigation was made, and it developed that the Brakeman feigning sickness had been drinking intoxicating liquor and shouldn't have been on duty at all. The odor of strong drink was noticable and the Conductor was aware of it.

"I might add," said Gaffney, "that none of the men at fault had a record that was very bad, but they failed, just the same."

"That surely is a sad tale of woe," suggested the Old Man, " and we can lay it to the old cause, rum, the universal curse. I am sorry for it all and I hope, sincerely that, as you suggest, the recounting here of the circumstances, will lead others to comprehend what it means to indulge in strong drink, especially when doing duty in the responsible calling of train service. Yes, it's very sad, that a Conductor, an Engineer and a Brakeman should lose their jobs through strong drink, indulged in by one of a crew, who must have known that the Erie Railroad shows no leniency to any employe who is caught using it."

"I suggest that we print Rule 257 for the benefit of those who have failing memories," said Gaffney.

"By all means," said the Old Man with emphasis, and here it is:

Rule 257—"The use of intoxicants while on duty is prohibited. Employes known to be addicted to their use at any time or to frequent saloons or places of low resort will not be retained in the service.

TAMING OF THE BEARCATS.

The Erie Stars of Long Dock station, J. C., undertook to trim the claws of the Erie Bearcats of Mr. A. Ross's office, on Monday evening, Jan. 19, 1914, at the Tarrant A. C. of Jersey City. When the smoke had cleared there were no more Bearcats, just five little lambs calling for home and mother, the feature of the game was the playing of the Stanton Brothers. John, whose only claims to fame is that of an Erie Roll of Honor hero, played a brilliant game, while Gene, the big brother, was so fast that we are trying to teach him the "Safety First Method," or, in future games, tie one of his hands behind him. The poor fellow was unlucky and we can only give him credit for 29 points.

That sterling Irishman, Morris Siegel, was there like a plaster; nothing got past him and he played the game as if he knew how. W. Whitford was always on the jump and is wearing half a dozen Bearcat Claws as a watch charm. G. Moffat, Captain and Manager, deserves great credit for his fine playing and long distance basket shooting. E. J. Madden, the indoor comedian, acted as referee and was praised by both teams for his good judgment and fairness. Mike Cullen, of Claim Desk fame, acted as timekeeper.

ERIE BEARCATS.

	G.	F.	Pts.
Keys, r. f.....	1	0	2
Newman, l. f....	1	2	4
Leddy, cen.....	1	0	2
McGill, l. g.....	0	0	0
Specht, r. g.....	4	1	9
	7	3	17

ERIE STARS.

	G.	F.	Pts.
W. Whitford, r. f.	0	0	0
G. Moffatt, l. f..	6	1	13
G. Stanton, cen..	14	1	29
J. Stanton, l. g..	1	0	2
M. Siegel, r. g..	1	1	3
	22	3	47

The Erie Stars are off on the jump; any Erie team wishing games, address G. Moffatt, care B. C. Wedd, Long Dock Station, J. C.

NINTH REGULAR MEETING OF THE ERIE RAILROAD FREIGHT AGENTS ASSOCIATION, HELD AT HOTEL STATLER, BUFFALO, N. Y., November 21-22, 1913.

ON the above dates the Erie Railroad Freight Agents Association held its ninth regular meeting at Hotel Statler, Buffalo, N. Y.

Among those present was Mr. H. C. Barlow, Freight Claim Adjuster, Erie Railroad.

The Secretary read communication from Mr. Barlow, drawing attention to paragraph three, section three, of the uniform bill-of-lading, reading as follows:

"Claims for loss, damage, or delay must be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or, in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable."

In this connection, Agents are requested when sending claims to the Freight Claim Adjuster, to attach or call attention to any correspondence that they may have had with the claimant prior to the presentation of the claim. Any notice to an Agent of the Erie Railroad is sufficient to protect the claimant. In the event of the Claim Department receiving a claim direct, and the claimant having notified the Agent, the Claim Department not having knowledge of sucn notification, would not be declining the claim legally.

Mr. Barlow being present made a few remarks in this connection and impressed the Agents with the importance of the prompt handling of claims and correspondence in connection with them.

President Conwell called upon Mr. Barlow to make some remarks regarding Topic 22, "Uniform Method of handling seal records."

Mr. Barlow said:

"I am very much in favor of the form used by the Pennsylvania Railroad; it can be used as a seal record book, also by the car checker, and it is my suggestion that we use a similar form. In case of a loss and damage claim, it is necessary that we have the seal record of the car, and I am sure this form will give us the desired information. The form referred to calls for a record of seals on all doors; so far as the end doors are concerned, the instructions call for inside fastenings. I do not think it necessary to show destination of cars in seal book, and as regards the form your committee has suggested, namely, a book to be opened endwise, it does not meet with my approval. What we want is a book that opens from right to left. I have used both books, and am firmly convinced that the torm of book your committee recommends is not what we want."

Mr. Barlow spoke at length in connnection with the committee's report, stated that his department was very much interested in this topic, and suggested that a committee of one be appointed to select six stations on the system to inventory their waybills in accordance with committee's report, for a period of sixty or ninety days, and make a report at the next regular meeting. In the meantime, Mr. Barlow agreed to follow the matter up, and give a result of the test from the over reports.

Mr. Barlow in referring to Topic 39, "Over freight and failure of employes to follow instructions" said:

"Mr. Baker, Agent Carbondale, Pa., should be congratulated for his very able document on the subject of 'Over Freight and Failure of Employes to Follow Instructions.' Most of our over freight is accounted for by failure of employes to see that it is properly marked when accepted for shipment. If employes were more careful in accepting freight not properly marked many of our difficulties would be removed. If this practice was carried out it would do away with a lot of over freight and would, unquestionably, reduce claims, which we are obliged to adjust on account of our liability to reconcile over freight without marks, as against bills-of-lading signed by our employes. It is not infrequent that we receive in the freight claim department a batch of over reports from Agents that fail to show any information, other than that they have a box, package or barrel on hand. The instructions referred to by Brother Baker are very explicit in this respect and if Agents would open a package of this character and give the freight claim department full description of the contents we would, in many instances, be able to reconcile shipment when the report is first received. This part of the service, however, should always be performed in the presence of witnesses, otherwise

it would be a dangerous precedent to establish.

"At least a large percentage of over freight could be eliminated if started right in the first place and as Brother Baker suggests that employes re-mark packages not properly marked for transportation and assess a fee for same is dangerous in one respect and not legal in another. In all probability there would be just as much carelessness on the part of our employes in remarked freight as there would be on the part of the same character of employes in the service of a shipper, and should an employe of the railroad improperly mark a package, it would place a further burden onto the carrier, which we would not care to assume. The fee for this service could not be collected unless it was covered by tariff, and I doubt whether the Classification Committee would favor the proposition.

"The stenciling of packages, as suggested by Mr. Baker, would unquestionably be of service if we could depend upon old marks being obliterated from packages in the event of their use for second shipments. You gentlemen all understand fully the rules bearing on this subject and it is safe to say that there are thousands of packages received every day by our employes where the old marks are even more apparent than the marks that are intended to carry the shipment to its final destination and if you are unable to have the old marks removed from cases, how are you going to regulate the removal of the stamp in the event of it appearing on the case when offered for shipment the second or third time.

"To illustrate what I mean by this we will take a hypothetical case,—a package originating at Carbondale, at Brother Bakers' station, for Chicago. The Agent at Carbondale puts the identification stamp on when received at his station and the package goes to Chicago, is delivered OK, but later on somebody is desirous of purchasing a case for the shipment of their household goods to some Texas Point and purchases the identical case that Brother Baker has placed his identification stamp on and it is shipped from Chicago via the Chicago & North Western R. R. and its Western connections, and the receiving clerk of that company fails to erase Mr. Baker's identification stamp, but places thereon his own identification stamp, similar to that used by Mr. Baker at Carbondale while en route to the second destination it checks over at some transfer platform and the employes take off Mr. Baker's identification stamp instead of the Northwestern. Of what use would it be to the Freight Claim Agent of the C. & N. W., or what service would it be to Mr. Baker if reported to him. It would only create confusion, and this same illustration could be given to apply in a number of instances. I do not say that the plan would not be helpful if it was generally used and care exercised by receiving clerks in not accepting packages until the old marks were obliterated. This, however, seems to be one of the very important matters which you seem to be unable to deal with, notwithstanding it has been up on several different occasions. I do not take kindly to apologies that are intended to take place of positive instructions that you appear to be unable to carry out; no matter what system you may have it will fall of its own weight unless it is carried out to the letter. My only suggestion at present is that you confine yourself and all the employes under your jurisdiction to the present instructions issued covering the question before us."

President Conwell called upon Mr. Barlow, to address the meeting. Mr. Barlow spoke at length on the subject of Loss and Damage claims and payments thereof, and was particular to call Agents' attention to the increase in claims. Mr. Barlow's remarks were very interesting, as well as instructive. Among the many irregularities mentioned, Mr. Barlow specialized on claims covering "concealed losses," and in part said:

"In considering the question of concealed losses it must be borne in mind: That package freight is frequently pilfered by employes of the carriers; that package freight is unquestionably pilfered by draymen and teamsters, and that shortages against invoices are too frequently the result of carelessness or outright dishonesty on the part of some consignors and consignees.

"Under the usual system of loading and transferring packages freight at all important points, whereby the work is performed as rapidly as possible and by a number of employes, all working together, the opportunities for petty robberies by individual employes are infrequent and are generally limited to a few moments' duration. It, therefore, follows that a dishonest railroad employe having but limited time in which to carefully re-

cooper, or otherwise recondition a pilfered package, generally leaves behind him visible and unmistakable evidence of pilferage from warehouse and cars. A dishonest drayman having every opportunity and unlimited time, can carefully open, systematically rob and perfectly recooper any package of freight entrusted to his care.

"The possibilities for shortage against invoices, as the result of carelessness or dishonesty on the part of consignors and consignees, are unlimited. A thoughtful and unprejudiced analysis of the above facts would seem to justify the conclusion that but a small percentage of thoroughly and carefully concealed losses from packages transported and handled under customary seals and warehouse protection can be fairly charged to employes of the carriers.

"Under the present custom of settling claims for concealed losses, without requiring more convincing evidence of liability than the affidavits of consignor and consignee, it is apparent that carriers are admitting entire responsibility for losses occurrng under conditions largely beyond their control, and against which they should not be expected to insure.

"A bill-of-lading receipt for a package of freight specifies that it is accepted for transportation in apparent good order, contents and condition of contents unknown, and in the absence of preponderance of evidence to the contrary, a delivery at destination in similar 'Apparent Good Order' should constitute a fulfillment of the contract.

"Under the system followed by all large shippers of Miscellaneous Merchandise, the packer who actually places the goods in packing cases, or other containers, does not check individual items against invoices or other permanent record, and cannot fairly make affidavit as to the contents of any particular container. It, therefore, follows that the average affidavit furnished by shipper is based upon his **System** of **Packing** and not upon a knowledge of the facts in any particular case.

"The checking of the contents of case of Miscellaneous goods by the average retailer, even when every honesty of purpose exists, is generally a frequently interrupted and more or less haphazard operation, which affords many possibilities for error.

"There is no question but that the carriers are legally and morally entitled to a fair consideration of the several possibilities which contribute to losses of this character. As a matter of theory, and remaining purposely silent as to practice, the influence of competitive conditions may be such as to make it very difficult for lines at some points to decline dubious claims for concealed loss without antagonizing large shippers by apparently impugning the honesty of their affidavits. So far is this possible that it may happen that such claims declined by an initial line will be presented to, and settled by, a delivering or an intermediate carrier and in the end each line enjoying the haul will bear its proportion according to the miles hauled.

"In the belief that it will promote progress if a line is drawn between claims for concealed loss which may be legitimate, and those which are probably questionable, and the latter made unproratable, so that a carrier which might be influenced to recognize such claims will have to bear the whole responsibility and expense thereof, it behooves you gentlemen present to watch deliveries carefully and only make notations on paid freight bills when the actual conditions warrant such notations and before the property gets out of your possession.

"When packages are received at destination in bad order and bear indications of having been pilfered the contents should be checked with invoice in presence of consignee, or his representative, and not recoopered or delivered until this has been done. If shortage or breakage is developed, full notation thereof may be endorsed on the paid freight bill, and settlement of claims thus expedited, **but under no circumstances should Agents make notations on paid freight bills representing conditions discovered after delivery of goods to consignee in apparent good order.**

"When Agents are requested to inspect cases after delivery to consignee, examinations may be made and full record of same retained in office file for use should claims arise. When making such examinations admission of carrier's liability must not be made, it being the duty of the Freight Claim Department to decide that question after a complete investigation at all points has been made." (Applause.)

Making love is easier than making a fortune, but it involves greater chance.

OF GREAT IMPORTANCE TO ALL ERIE AGENTS.

COMMENCING Jan. 1, 1914, the claim department of the Erie R. R. Co. was obliged to report to the Interstate Commerce Commission at Washington, the number of claims received during each month and the number of those they have disposed of, either by payment or declinature, within the following periods:

Within 15 days; over 15 days, but not over 30 days; over 30 days, but not over 60 days; over 60 days, but not over 90 days; over 90 days, but not over 120 days.

In order that we may comply with the Commission's request, and show as good a record in the handling of our claims as those adjusted by our competitors, it will be necessary that all our correspondence be answered promptly, in order that our investigation may be delayed as little as possible.

The Agents in Erie territory should be instructed by Division Superintendents to return all claims sent them for information promptly and not detain them, as they have in the past and compel Claim Department to trace them currently, as it has always been obliged to do. Claims filed direct with Agents should be sent to Claim Department office immediately and not held at their station for a period of fifteen to thirty days before sending them in, as it would deprive us in settling the claims to the advantage of the company. Heretofore where an Agent has failed to take a proper seal record of a car at destination it has been classified by this office as "Imperfect seal record." Under the new classification, this class of claims will be reported as "Errors of Agents," and, in order to keep down this class of claims in our classification of accounts, it will be necessary to impress upon Agents at destination and junction points, the necessity of keeping an accurate and complete seal record.

AN APPEAL TO EMPLOYES FOR "SAFETY FIRST" METHODS.

By Conductor D. B. Coyle, Meadville Division, Secretary "Safety First" Committee.

I RESPECTFULLY submit a few suggestions, in the hope of eliminating accident to the ever-confident employee and public, who trust us with their lives, as well as their valuable property.

First of all, every man should make up his mind that he should give honest and faithful returns for the company's dollars.

Think of it, gentlemen, over 3,000 of your fellow employees killed and 47,000 injured in a single year; is it not proper that you form an association for your own preservation?

Did it ever occur to you, that every time an employee overlooks, or neglects an apparently insignificant detail of his work, his neglect may mean the death or injury to his co-worker?

The figures I have brought to your attention tell an appalling story, beyond question: they cannot help but impress on you the necessity for the adoption of all feasible and proper means to reduce the danger to your fellow employees and the ever-trusting public.

How often a father and mother will bring a child to the trains of this company and place it in the care of those men on our trains, always feeling confident it will be properly cared for?

Would you for one moment neglect your duty as an employee and, therefore, be the cause of an accident which would make this ever-trusting parent and public lose that confidence and trust that you have won by vigilance and fidelity? Think it over and don't neglect your duty as a flagman, or a careful engineer or conductor.

The accidents in which you are most vitally interested, are those to passengers and employees. It is those accidents which the "Safety First" Committee is setting forth to reduce to a minimum.

The duty you owe the traveling public, your fellow employees and yourselves, demands your best thoughts and most earnest efforts, to accomplish this end.

The creation of a "Safety First" Committee by this Company, is for the purpose of safety, and not discipline, and should you know of anything or purpose, which will aid them, and, thereby, protect and guard yourself and fellow employees and public, let us hear from you. You are bettering conditions for yourself and the public which trusts us one and all.

THE ERIE ROLL OF HONOR

EMPLOYES, WHOSE NAMES APPEAR BELOW, HAVE BEEN AWARDED CREDIT MARKS FOR MERITORIOUS SERVICE.

E. M. Carlough, Engineer,
New York Division.
E. P. Garland, Operator,
New York Division.
L. Washer, Brakeman,
New York Division.
Wm. French, Engineer,
New York Division.
Cyrus Knapp, Fireman,
New York Division.
E. Gill, Brakeman,
New York Division.
F. Saier, Engineer,
New York Division.
L. Utter, Operator,
New York Division.
P. Horrigan, Engineer,
Delaware Division.
J. L. Keyes, Engineer,
Delaware Division.
F. J. Williams, Operator,
Delaware Division.
S. C. Reynolds, Brakeman,
Susquehanna Division.
L. J. Kelly, Sec. Foreman,
Susquehanna Division.
W. S. Sherman, Operator.
Susquehanna Division.
P. Maloney, Yard Conductor,
Susquehanna Division.
G. L. Evans, Fore. Carpenter,
Susquehanna Division.
John Hogan, Frt. House Foreman,
Susquehanna Division.
G. W. Wescott, Engineer,
Susquehanna Division.
G. C. Redfield, Engineer,
Susquehanna Division.
P. J. Broderick, Engineer,
Susquehanna Division.
E. A. Finn, Engineer,
Susquehanna Division.
W. H. Gilbert, Engineer,
Susquehanna Division.
P. Hickey, Engineer,
Susquehanna Division.
F. M. Halstead, Engineer,
Susquehanna Division.
H. B. Garrett, Engineer,
Susquehanna Division.
G. E. Lynn, Engineer,
Susquehanna Division.
J. J. McAndrews, Engineer,
Susquehanna Division.
E. Burlingame, Signalman,
Susquehanna Division.
S. P. Brophy, Signalman,
Susquehanna Division.
M. J. Dealy, Yard Brakeman,
Susquehanna Division.
W. C. Schultz,
Allegheny Division.
R. W. Holbrook, Operator,
Meadville Division.
L. C. Williams, Station Agent,
Meadville Division.
J. P. Kimble, Operator,
Meadville Division.
J. O'Bryant, Operator,
Cincinnati Division.
H. H. Holycross, Operator,
Cincinnati Division.
G. C. Lovill, Conductor,
Chicago & Erie Division.
J. J. Heavy, Conductor,
Chicago & Erie Division.
G. W. Nichols, Brakeman,
Chicago & Erie Division.
A. Burgett, Supervisor,
Chicago & Erie Division.
G. W. Lanyon, Brakeman,
N. Y. S. & W. Division.
L. Spangenberg, Engineer,
N. Y., S. & W. Division.
Daniel Laden, Engineer,
N. Y., S. & W. Division.

While handling Train 567 on a recent date, engine 820 developed a broken link lifter pin at Mountain Avenue, New York & Greenwood Lake (New York) Division and, notwithstanding this handicap, Engineer E. M. Carlough brought train to Essex Fells on time.

Operator E. P. Garland at "M.Q." on the New York Division, gets recog-

nition for closely observing passing trains, thereby discovering a dragging brakebeam on car C. & O. 3129, and took prompt action to have train stopped and defect remedied before a possible accident resulted.

While on the way freight at Mahwah, N. J., New York Division, on a recent date, L. Washer, Brakeman, discovered a dragging brakebeam on car P. R. 3926, which was in Extra 3132 passing West Mahwah. He had train stopped before any serious damage occurred.

While William French, Engineer, New York Division, was handling engine 522 on a recent date, with Train 805, right main driving spring hanger broke. Notwithstanding this handicap French, with the aid of Fireman Knapp, blocked up engine and ran train 524 to Jersey City on time.

Cyrus Knapp is the Fireman referred to in the above paragraph who assisted Engineer French, and receives the same recognition.

While working with Conductor Rose at Monroe, New York Division, E. Gill, Brakeman, discovered a broken rail in eastbound track and reported same in time to have repairs made before an accident resulted.

F. Saier, Engineer, New York Division, made 30,000 miles in Passenger service from January 1st to December 31st, 1913, without an engine failure, in consideration of which he receives recognition.

While on duty as Operator at Suffern, N. Y., on the New York Division, L. Utter noticed dragging brakebeam on Car B. & S. 6536 in Train 86, recently, and took prompt action in having train stopped before an accident resulted.

Patrick Horrigan, Engineer, Delaware Division, successfully operated an engine in Passenger service until a total mileage of 52,894 was made in this class of work, without an engine failure.

J. L. Keyes, Engineer, Delaware Division, successfully operated an engine in freight service until, a total mileage of 26,851 was made in this class of work without a failure.

F. J. Williams, Operator at "T. U." on the Delaware Division, on a recent date discovered a broken rail in westbound track just east of mile post 121. He promptly notified Track Foreman and repairs were made before any damage resulted.

S. C. Reynolds, Brakeman, Susquehanna Division, discovered a fallen brakebeam on a car in Second 80, east of "O.Z." Tower and made a prompt report of same in time to prevent an accident.

L. J. Kelly, Section Foreman at Chemung, N. Y., on the Susquehanna Division, discovered a fallen brakebeam on Southern car 17503 in Train Extra 1634 and promptly reported same.

W. S. Sherman, Operator at "A.Q." Tower on the Susquehanna Division, discovered brake rigging dragging in Extra 1632 West as train passed and took the necessary action to stop train and have defect remedied.

While train, of which P. Maloney, Susquehanna Division, was Yard Conductor, was pulling a string of cars in from the P. S. & N., he discovered fire flying from train and had it stopped. This resulted in the discovery of a brake shoe, which was wedged in switch at Hollands, near Washington Street.

G. L. Evans, Foreman Carpenter, Susquehanna Division, discovered a piece about 5 inches long broken from top of rail on Westbound track, near Mile Post 326 and took prompt action in having it repaired.

On a recent date John Hogan, Freight House Foreman at Elmira, N. Y., Susquehanna Division, got in touch with the City police, when he found Erie car 105001 had been broken open, after arriving the night previous, and part of contents were stolen. This prompt action resulted in the goods being found and returned in time to go forward with the original shipment.

G. W. Wescott, Engineer, Susquehanna Division, gets recognition for having made 24,910 miles in freight service, without an engine failure.

G. C. Redfield, Engineer, Susquehanna Division, gets recognition for having made 33,040 miles in passenger service, without an engine failure.

P. J. Broderick, Engineer, Susquehanna Division, gets recognition for having made 37,620 miles in freight service, without an engine failure.

E. A. Finn, Engineer, Susquehanna Division, gets recognition for having made 44,610 miles in switching and road service, without an engine failure.

W. H. Gilbert, Engineer, Susquehanna Division, gets recognition for having made 26,574 miles in freight service, without an engine failure.

P. Hickey, Engineer, Susquehanna Division, gets recognition of having made 20,500 miles in switching service, without an engine failure.

F. M. Halstead, Engineer, Susquehanna Division, gets recognition for having made 50,799 miles in freight service, without an engine failure.

H. B. Garrett, Engineer, Susquehanna Division, gets recognition for having made 34,685 miles in freight service, without an engine failure.

G. E. Lynn, Engineer, Susquehanna Division, gets recognition for having made 32,676 miles in freight service, without an engine failure.

J. J. McAndrews, Engineer, Susquehanna Division, gets recognition for having made 29,514 miles in freight service, without an engine failure.

E. Burlingame, Signalman at Fifth Street, Elmira, N. Y., on the Susquehanna Division, discovered wheels in Train 81 sliding when train was passing his tower and took proper steps to stop train and have brakes released.

S. P. Brophy, Signalman at Fifth Street, Elmira, N. Y., received recognition for his part in the above occurrence, in which Signalman Burlingame appeared.

M. J. Dealy, Yard Brakeman at Hornell, N. Y., on the Susquehanna Division, discovered car G. T. 30379 with 8 inches of flange gone from one wheel, while working car over hump. He caused car to be stopped and moved out for repairs before an accident happened.

W. C. Schultz performed fine service, when he held up L. V. car 64715 on a recent date and getting it in proper position, so that it did not get past Salamanca as an empty. Schultz is employed by F. H. Hicks, Agent at Salamanca, N. Y., Allegheny Division.

R. W. Holbrook, Operator at Kennedy on the Meadville Division, was watching Extra 1680 east, with 78 connection, pass and noticed a brakebeam dragging under Erie car 110784. He promptly notified Operator at Waterboro, who stopped train and brake rigging was tied up, thereby preventing a possible derailment.

While Train 80 was passing Windham, O., on the Meadville Division, L. C. Williams, Station Agent, noticed brakebeam dragging under car S. R. L. 13236, and promptly reported occurrence to Dispatcher, who had train stopped at "A. D." Tower, where brakebeam was removed.

J. P. Kimble, Operator at Greenville on the Meadville Division, noticed a brakebeam dragging under a car in Train First 78, and immediately notified the Operator at Amasa to stop train, which was done and defective beam removed.

M. J. O'Bryant, Operator at Broadway on the Cincinnati Division, discovered a brakebeam on track one night in December and quickly removed it, thereby preventing a possible accident to Train 10, which was the next train due to pass that point.

H. H. Holycross, Operator at Polk on the Cincinnati Division, while keping a watchout on passing trains, discovered something dragging under a car in Train Extra 3028. He had train stopped at "B.O.", when the object proved to be a fallen brakebeam. This undoubtedly saved an accident.

G. C. Lovill, Conductor, Chicago & Erie Division, discovered two brakebeams down on tank of engine 2557, hauling Train 3 at Manhattan, and after stopping train, notified crew, thereby preventing a possible accident.

Messrs. A. Burgett, Supervisor, J. J. Heavy, Conductor and G. W. Nichols, Brakeman on the Chicago & Erie Division, received recognition for faithful and valuable service rendered the Company. On a recent date a brakebeam dropped under an empty car in Train First 72 after passing Levings, Ind., about 30 minutes ahead of Train 14's time. As defective car passed over frog at Disco spur brakebeam caught in frog derailing rear pair of wheels in lead truck. Conductor Heavy and Brakeman Nichols, who were working with spreader in the new siding east of Disco, saw the trouble, stopped train and assisted in rerailing car. Supervisor Burgett, who was on the ground, made a speedy repair of track and had everything in readiness to allow Train 14 to pass without delay.

George W. Lanyon, Brakeman on the Moosic Mine run, W. B. & E. Division of the N. Y., S. & W. discovered a brakebeam down on Erie car 26007 at Moosic, Pa., and promptly reported same in time to have car switched for repairs.

While acting as Engineer of Train 908. N. Y., S. & W. Division on a recent date, engine 32 had both back side rods broken, making it necessary to disconnect engine. Despite this handicap Engineer Spangenburg brought train to Jersey City on time.

On a recent date while hauling Train 900, N. Y., S. & W. Division,

with engine 27, main rod key struck and broke off an air pipe, while train was running between Granton Junction and New Durham. Despite this handicap, Engineer Daniel Laden brought train to Jersey City on time.

ERIE RAILROAD LAKE LINE DIVISION.
AN INTERESTING SUMMARY.
Comparison of Work of Erie Railroad Lake Line Steamers.

THE "Marine Review" in its January issue, took up the subject of the Erie Railroad's Lake Line Steamers. One of these articles (the one herewith presented), discusses the marked saving in fuel by the Erie boats, under the mechanical supervision of Messrs. Babcock & Penton, Consulting Engineers, New York and Cleveland, to whom President Underwood in 1910 intrusted the duty of improvement of the fleet. The other article, which is held for the March number, shows by chart reproductions, graphic signal and engine movement recording apparatus on the steamer George F. Brownell.

Both articles are instructive and entertaining and should be perused carefully by our readers.

The first article reads as follows:

"The 'Review' presents herewith a summary of the comparative work of each ship of the Erie Railroad Lake Line and of the fleet as a whole based upon operation for the season of 1910 and for which acknowledgments are due to C. S. Goldsborough, Manager New York. For readiness of comparison the results have been plotted in graphic form both as to speeds and fuel.

"In the diagram 1910 speeds are represented by the solid line and work of not only each ship, but of the fleet as a whole is apparent at a glance. It will be seen that the fleet average is 10.6 miles with high at 11.4 miles and low at 9.0 miles. It should be understood that the speed is derived from total mileage divided by total hours under way, and includes checks for fog, river work, etc. In the work of improvement a fleet average of 11 miles was aimed at.

"The fleet average as now constituted is shown by the dotted line. It will be seen that while two ships still fall below the desired average the fleet average is well above and in fact higher than desirable either for best economy or for conditions of operation and .0.5 mile higher than 1910. No ship shows a falling off. Ships Nos. 2 and 3 cannot be brought up to the average economically, but they are also the smallest of the fleet and do not, therefore, affect operation to the same extent as larger units. The increase in fleet average is 4.7 per cent. with individual averages ranging from 0.9 to 22 per cent.

"The fuel performance is also shown graphically. The height of the unshaded areas represents average trip fuel for 1910 and the shaded areas the trip fuel for 1913. Tonnage can be read directly from the diagram and also the reduction percentage. The diagrams are numbered to correspond with the speed diagram and the fleet average is also shown.

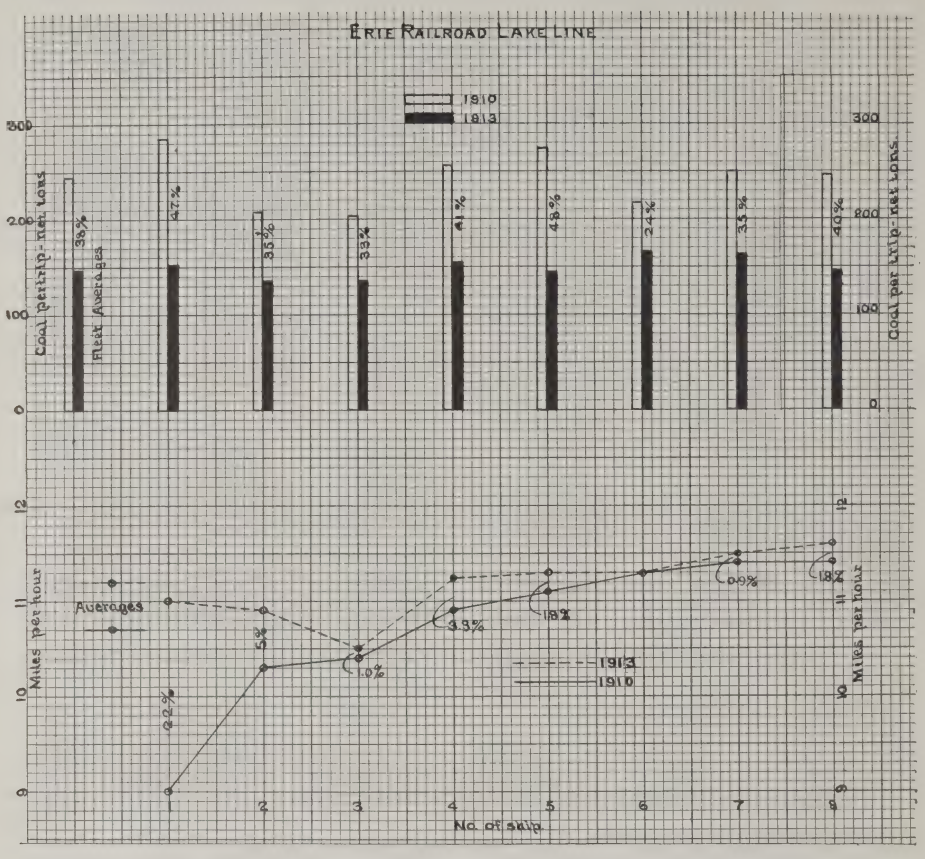
"If the increase in fleet speed is taken into account the reduction percentage, which, as shown on diagram, is 38 per cent, would be about 45 per cent. The coal used in port would of course not be affected by speed changes.

"In actual weights the reductions since the improvements were taken in hand amount to over 28,000 tons.

"Further reductions are expected as the speeds are harmonized and also from changes in methods of operation which experience has suggested but additional figures will probably not be given out.

"Additional interesting information is found in the increase in trips per ships of 15.3 per cent for almost exactly the same period of operation. Cost of lubrication, although one of the smallest items of operating expense, was reduced from 9.05 cents per hour's run to 3.6 cents without in any way altering methods or reduction in efficiency. The coal figures are exact; the total charged to the ships and the total car weights agreeing almost exactly so that if any error exists it is necesssarily in weighing cars.

"Details of the work carried out are witheld but it is stated that much of the improvement is due to the system of notation employed in keeping records. The log form carries much information not found in the forms usually employed and each log as turned in is at once analyzed and transferred to a continuous record sheet which shows at once comparative work for individual trips and the average of trips to date and any departure from previous best results is



COMPARATIVE PERFORMANCE CHART, ERIE RAILROAD LAKE LINE.

examined into without delay. Propeller constants for various trims have been established by numerous observations and serve as checks not only on mileage but on engine revolutions and speed. About two hours covers the work entailed but since the entire season's work of each ship is complete with the analysis of the last log all that remains is to collect the footing and extensions to arrive at the collective performance. The effect is to keep the plant and personnel at high efficiency and to indicate at once in what direction to look for any falling off.

"While the results attained are not looked upon as finality they form an interesting conclusion to a remarkable series of engineering data, the more so because of the unusual liberality of the Erie line in giving out information of a nature usually difficult to obtain."

ELECTRICAL TERMINOLOGY.

By H. E. Blackburn, Instructor of Apprentices, Erie R. R., Dunmore, Pa., Shop.

THE question of today with "Father and the Boys" is, where to place the boys so as to make them producers, for it is somewhat of a study to know just what to do when there is not much of a chance to go into business on a small scale as the tendency is all to big business now.

The professions are overcrowded too, doctors have more work collecting bills than in curing the sick, and the young doctor has to take his own medicine in order to make ends

meet. It is also a notorious fact, but not to be seen from the outside appearance, that the majority of the young, and some of the old lawyers, have to wear newspapers sewed on their underclothes, in order to make them warm during the Winter months due to the fact that the "Ghost" does not walk around regular on pay-days.

With these gloomy circumstances staring father in the face, some one of the family suggests the "machinist's trade," when the rest of the family raise up on their "Tango" legs and say, "everybody is doing it."

While it is true that the trades are crowded, and it is harder work than to measure cloth, and that trade unions hedge the apprentice, and perhaps he may lose some of his time and money in strikes, a trade is a good thing nevertheless and strikes effect everything and everybody when they come. All things considered, and with the fact that steam is being displaced by electricity, why not place the boy under some expert electrician (if he is of an inventive mind) as an apprentice, it being understood that he does not have to carry poles, lug wires, run engines, or fire boilers.

Another advantage of this trade, when served in the railway service is, that the boy has to serve one year in the machine shop, thus giving him a show at the mechanical end of the trade.

Ninety per cent. of the problems on electricity can be worked out by a boy having an ordinary school education; all that is necessary is to have him understand the rudiments, and terms used first, such as volts, amperes and kilowatts, being the same as pressure, flow and horse power. With the end in view of interesting "father and the boys," a few words describing the terms as used in electrical work, may not be amiss, and if you should decide to enter this branch of the trade, take it from one who knows, don't think that you can learn it all from books, without the aid of a good practical electrician, and a shop full of electrical appliances.

It is impossible to enter into all of the details about electricity, because no one has been able to tell us just what it is; we know how to make, and how to use it, by employing certain methods, but nothing more. Theory does not help us to explain its action, as well as a comparison of it to other objects. We say that water flows in a river, or through a pipe, we can also say, by way of comparison, that electricity flows in the form of a current, through a wire.

The unit of force which moves the current over the wires is called the volt. It is measured on a volt-meter gauge, which is similar to a gauge used in measuring water pressure to the square inch.

The unit of measuring the current's rate of flow that is moved through the wires by the volts, is called the ampere, and it is measured on a gauge called the ammeter, which is similar to a water meter, which registers the flow of water in cubic inches.

The unit of resistance or opposition offered to the current passing through the wire, that is moved by the volts, is called the ohm. It is figured from the area of the wire in circular mils, one mil equals the area of the end of the wire, or a circle one thousand part of an inch in diameter. Thus the diameter of a wire times itself, equals the circular mils in the wire. It may be compared as water offering a greater resistance in its flow through a small pipe, than through a large one. Only electricity flows through a solid body.

The unit of work or energy is called the watt. Current flowing through a wire with volts back of it in order to move it, flows in amperes, and is measured in watts in one hour's time, on a watt-meter. It is figured by multiplying the voltage by the amperes in one hour's time; thus the amount of energy in a circuit in which 50 amperes at 100 volts pressure is passing would be 50 x 100 or 5,000 watts, as 1,000 watts make one kilowatt the same as 12 inches make one foot, the bill would be made up to read 5 kilowatt hours.

(To be continued.)

SOME REMARKABLE DOGS.

A German cobbler and his wife had two dogs, a St. Bernard six months old and a fox terrier three years old. A friend calling one day said to the cobbler, "Those are two fine dogs you have."

"Yes," replied the cobbler, "und de funny part of it is dat de biggest dog is de littlest one."

His wife then spoke up and explained:

"You must mine husband egscuse. He shpeaks not very good English. He means the oldest dog is de youngest one."—Chicago Record-Herald.

A family tree is seldom so productive of fruit as a good business plant.

THE STOVE COMMITTEE

Appointments.

Traffic Department.

The Board of Directors on Jan. 28, 1914, elected Mr. D. W. Cooke Vice-President and General Traffic Manager.

Mr. C. L. Chapman, Assistant General Traffic Manager, with office at 50 Church Street, New York.

Mr. Russell Sage Underwood, Assistant to the General Traffic Manager, with office at 50 Church Street, New York.

Mr. George R. Wheeler, Milk Freight Agent, with office Chambers Street, New York, vice Mr. Frank E. Smith, who retires at his own request.

Mr. Asa B. Clark, Division Freight Agent, with office Chambers Street, New York, vice Mr. George R. Wheeler, promoted.

Operating Department.

Mr. C. D. Ward, General Agent of Chicago Terminals with jurisdiction over Hammond, Ind.; 14th Street, Chicago; Market Square and Erie Street Stations.

Chicago Terminals Division.

D. S. Kamerer, Assistant General Manager, with headquarters at Chicago.

Mechanical Department.

Mahoning Division.

P. J. Murphy, Engine Preparer, transferred to Asst. Foreman Car Department at Ferrona.

Cincinnati Division.

J. H. Sweeney, transferred from Storekeeper at Brier Hill to Storekeeper at Marion, vice Wm. Strasburg, resigned.

Brier Hill Shop.

C. Shane, Roundhouse Foreman, vice H. W. Goff, resigned.

Kent, Ohio, Shop.

G. A. Cauley, General Foreman vice H. Durtsche, transferred.

Marion, O., Roundhouse.

H. M. Mannigault, from Asst. to General Foreman at Galion to Night Roundhouse Foreman, Marion.

J. W. Strawser, from Night Roundhouse Foreman at Marion to Machine Shop Foreman, Marion.

Galion, Ohio, Shop.

John Todd, from Machine Shop Foreman at Marion to Machine Shop Foreman at Galion.

A FAVORABLE REPORT.

The Erie Mutual Benefit Association took a big upward jump in the month of January. An even hundred new members were added to the list.

This increase in membership bears eloquent testimony to the esteem and confidence in which the association is held. Keep up the good work boys!

THIS IS TIT FOR TAT.

In a recent debate on Socialism at one of the Chautauquas in Ohio, the Honorable J. Adam Bede, commenting on the discussion of his opponent, the Honorable Emil Seidel, said:

"He has told you many things, but nothing to the point. His arguments are like the Mother Hubbard dress: they cover everything, but touch nothing."

In his rebuttal Seidel declared: "Mr. Bede has adroitly avoided the issue and explained nothing. His arguments are very much like the present close-fitting, diaphanous dress: they touch everything and cover nothing."

ERIE FREIGHT AGENTS MEET.

The next meeting of the Erie Railroad Freight Agent's Association, will be held at Hotel Billings, Dayton, Ohio, on Feb. 20-21 next.

As several important topics will be discussed, a full membership attendance is requested.

Necessity knows no law except to conquer.

Speech is a mirror of the soul: as a man speaks, so is he.

—Publius Syrus (written about 42 A. D.)

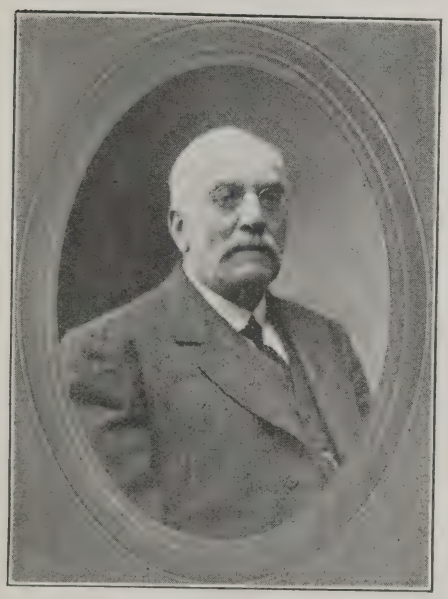
The more a man practices economy the less popular he will be.

46 YEARS AN ERIE ENGINEER.

Richard, or to be more familiar, "Dick" Shane, is an Erie engineer on the Mahoning Division, and is proud of the fact, that his name is inscribed on the cab of his engine.

He was born in Cleveland, O., in 1848 and began firing at the age of 14, with his brother-in-law, G. W. Goss, an Erie engineer. On his first ride on an engine, the train met with disaster, but that didn't fease young Shane, who had jumped aboard for a ride and had not yet engaged as fireman. Directly after his name appeared on the roster. He fired on freight for engineer Goss for about 3 years and then 2 years on passenger.

On Jan. 19th, 1868, he was promoted to engineer and for 15 years pulled through freight, when he was advanced to a passenger run between Cleveland and Youngstown and, as he says, is "still on the job."



RICHARD SHANE,
(Engineer, Mahoning Division.)

Mr. Shane is the oldest engineer in point of service on the Mahoning Division and many of the runners now in service, tossed coal for him. He is held in high esteem by his superiors and the boys in general. He is a member of the B. of L. E. and is entitled to all insurance, having joined in 1868. He is a member of Lake Shore Lodge, K. of P.

Mr. Shane is one of the sort of engineers who, through no fault of his own, has been in many accidents, but seemed to have been possessed of the charmed life. His record shows that he has been bruised, cut and maimed, but like the proverbial cat, he always came back. As a fireman and engineer, alike, he met with accidents and in the cab with him on many occasions were men who have earned fame and commendation on the Erie Railroad for competency, ability and loyalty, just as Mr. Shane has earned it.

He owns fine property in the "Sixth City" and is one of the highly respected citizens of the community. He was married in 1872 and three children blessed the union, but these were called away, two daughters dying in infancy and a son at the age of 37, he being a successful teacher of music.

Mr. Shane's great grandfather, Major Gabriel Bishop, served in the Revolutionary War, so that it can be very well inferred that engineer Shane is an American, in all that the word means.

WOULD BE A CONDUCTOR.

Trainmaster M. Nolan of the New York Division, recently received the following communication from a person who wishes to be a Conductor on the Erie Railroad.

It is printed, principally, to show how very little some people appreciate the knowledge of railroading, necessary to run a train. They think, evidently, that running a train, sweeping a floor or driving a gentle horse, requires the same amount of talent. If they thought otherwise, they would apply for a job as Brakeman.

The correspondent says:

"Please send me a booklet telling all about the work on the Erie Railroad. I want a job as Conductor on a train. Tell me how old you must be and the right way to join the Erie Railroad. Please send me a book and tell all about the act. Please give all the descriptions on the Erie."

Mr. Nolan did not wire him to call in a hurry.

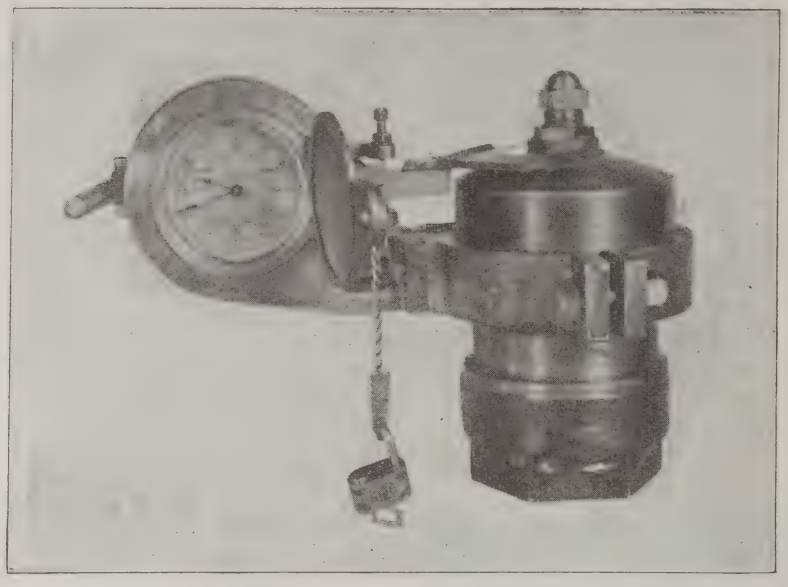
NEVER SAW IT RAIN.

Speaking of dry weather the other day, some one asked an old farmer out in an arid western state:

"How would you like to see it rain, Hiram?"

"Don't care anything about it myself," he answered, "but I've got a boy six years old that would like to see it rain."

THE ZERBEE SAFETY VALVE DISCHARGE REGISTER.



THE ZERBEE SAFETY VALVE DISCHARGE REGISTER.

THE picture shown below illustrates a device for the economy of fuel in locomotives, through "popping." It is practical because invented by a person who is a mechanic and knew the needs of just such an invention.

It is an ingenious device invented by a Master Mechanic in response to a call from the General Manager and Superintendent of Motive Power to stop popping. It consists of a timing arrangement or clockwork, which when clamped around a safety valve, starts running when the safety valve opens and stops when the valve seats, thus giving you the length of time the valve was open. In an effort to make the device fool-proof it is so arranged that by a simple adjustment the register will operate continuously except when the pops are blowing. In this case the register clock is set at the current time on leaving the terminal; then any difference in the time of the register clock and the current time on arrival of the engine at the opposite terminal represents the time that the valve was open on the trip.

Having this information and the rate of discharge through any given valve at any given boiler pressure, and the fuel required to evaporate any given quantity of water, the loss in both fuel and water is readily calculated. Thus, if a 3-inch valve is open one minute on a boiler carrying 200 lbs. pressure the loss would be 19.71 lbs. of coal and 146.66 lbs. of water. The dial of the register is so arranged as to automatically calculate the loss in fuel and water for a 3-inch valve on a boiler carrying 200 lbs. pressure.

This device is manufactured by the Chicago Pneumatic Tool Company, 1010 Fisher Building, Chicago, and is described in full in Bulletin 167, which will be sent on application.

SARGOL A FLESH PRODUCER.

Did you ever try Sargol for putting on flesh? No. Well, then you have something still to learn.

Sargol is a discovery so good, that its sponsors (the discoverers), are able to stake their reputation on its merits and guarantee it will increase flesh on any person who will have sufficient faith to give it an honest trial.

Sargol is not a patent medicine, so disabuse your mind of that idea, if you entertained it.

The Sargol Company, 551 P-Herald Building, Binghamton, N. Y., will mail a 50c. package free to anyone who will send 10c. in stamps to cover postage.

OBITUARY.

Patrick W. Eagan.

The death of Patrick W. Eagan, Erie railroad conductor, injured Tuesday, January 6th, in a collision at Conewango Valley, occurred Wednesday afternoon. Mr. Eagan had been reported from the hospital as resting easily, but his body was paralyzed from the neck down and his condition was such that recovery was practically impossible.

Mr. Eagan had been in the employ of the Erie railroad for 34 years. He was 69 years old and would have reached the age of retirement in March of this year. He was thoroughly liked by the employes of the road and one of the efficient and highly-trusted men in its employ.

The remains were laid at rest beside his wife. Mr. Eagan is survived by a daughter, Mrs. Harry Stenger of Chicago Junction, O.; a sister, Mrs. Brian Mulhein of Akron, O.; a half sister, Mrs. Hugh Kelley of Akron, O.; a half brother, John J. Shanley, Jr., of Kent, O.

H. Louis Brohm.

It is with deep regret that the announcement is made of the death of H. Louis Brohm, train dispatcher at Salamanca, N. Y.

Mr. Brohm died Tuesday, Jan. 6, 1914, at his home in this city. Deceased had been in poor health for some time, but continued at his duties as dispatcher up to the time of his death. He worked the night of Jan. 5, as usual, going off duty at 12:30 A. M., and at 9:00 A. M., was found dead in bed.

Mr. Brohm entered the service of the Erie R. R. Co., in December, 1892, as an Operator; was made Extra Dispatcher September, 1905, and Regular Dispatcher February, 1907.

The funeral services were held at his late residence on Wilson St., Salamanca, N. Y., at 10:30 A. M., Thursday, Jan. 8. Remains were taken to Hornell on train No. 26, and interment took place in the Catholic Cemetery at that point.

Charles A. Holmes.

Allegheny Division Engineer Charles A. Holmes, died at his home, No. 25 Blaine St., Hornell, N. Y., Jan. 9, following an illness of several months. He was 49 years of age.

In October, 1886, he entered the service of the Erie Railroad Company as a fireman. On April 11, 1891, he was promoted to engineer, which position he held at the time of his death, working on a pusher engine in Salamanca Yard.

Mr. Holmes was very popular in railroad circles, as well as in his home town and his death is greatly lamented.

ERIE MEN RESCUE TWO BOYS.

An act of heroism, that should be rewarded with a Carnegie medal, took place on Dundee Canal at Passaic, N. J., at 4:15 o'clock on the afternoon of Jan. 14, last.

Those who have received due credit for the part they played in the occurrence are, John Naughton, Conductor; John Tredigo, Brakeman and Peter Burns, Fireman, all of the Passaic Drill Train, on the N. Y., S. & W. Division.

The facts are as follows:

On the afternoon in question, three boys, Deza and Charles Biczak, twin brothers, age 10 and Deza Kohut, all of Passaic, were playing on the ice of Dundee Canal, when the ice gave way and precipitated them into the water.

At this time the Drill crew was working in the McLean lumber yard close by. Their attention was called to the situation and the crew quickly grabbed a plank and hurried to the Canal and broke enough ice to enable them to render aid. They succeeded in catching hold of the Biczak brothers and bringing them ashore. The Kohut boy had sunk to the bottom and was drowned.

Witnesses to this gallant rescue state that several spectators stood on the Canal bank without making an attempt to render aid, leaving it all to the brave Erie men, who took their own lives in their hands to save the little fellows.

The twin brothers were cared for and a report from their home stated they were allright and had returned to school. The body of the drowned boy was found the following Sunday.

It may be stated that this is not the first time Conductor Naughton has saved human life. He is credited with having rescued at least five persons from the Dundee Canal.

MOTHER GOOSE REVISED.

There was an old woman who lived in a flat until the mean neighbors complained loudly that she had seven children who gave them no peace, and then the mean management canceled her lease.—Kansas City Journal.

ERIE HAS BEEN MALIGNED.

R. H. Wallace, Esq.,
General Passenger Agent,
Erie Railroad, N. Y. C.

Dear Sir:

I had occasion to go to Corning, New York, on Wednesday evening of this week and took your train No. 7 and came back on train No. 2 yesterday, and was so pleased at the unusual courtesy of all the trainmen, including the Pullman crew, that I thought I would have to write and let you know this fact.

I have for years heard the Erie maligned, but in all my traveling have never come across a more courteous lot of employees.

Yours very truly,
(Signed) A. L. Schwab.

January 31, 1914.

Mr. A. L. Schwab,
care of Moffatt & Schwab,
Tompkinsville, S. I., N. Y.

Dear Sir:

Thanks for your pleasant letter of the 30th commending the service accorded you by employes while on your recent trip to Corning and return.

It is gratifying to know that our patrons receive satisfactory service, and your assurance in this direction is indeed pleasing.

Yours truly,
(Signed) R. H. Wallace,
General Passenger Agent.

From Correspondents Along the Line

HEADQUARTERS.

"Joe" King, Foreign Tariff Clerk, Tariff Bureau, has been spending two weeks at Trenton, keeping an eye on the legislature.

JERSEY CITY SHOP NOTES.

Oil and Waste Keeper "Bart" Hansen, became a Benedict January 14th. Good luck, "Bart." Next!

Gerald Traynor, Engine Clerk, has been promoted to Stenographer at Croxton—General Foreman's office.

Hiram Leddy has been promoted to R. F. of E. Sally's office, and Aaron Cohn promoted to position vacated by Leddy.

Two of Leddy's Basketball team permanently retired from active team service; one account of a sprained ankle, the other a crushed nose. We understand, however, all engagements will be filled.

We hear a large number have stopped smoking. No New Year's resolution, either. Not interested, Ross and Mackerly (The above notice refers to last month's magazine suggestion.)

January 13th and 14th proved to us we had no Esquimaux ancestors.

Owing to some remarks overheard when last month's Magazine was distributed, we have decided not to disclose our identity as correspondent, "Safety Always" being our motto.

Someone suggested changing the name of our Basketball team from Tearaway to Fadeaway. P. S.—The name will not be changed.

Owing to the cold weather, Gen'l Foreman Hutton has discontinued his log-cabin activities.

Boss Caller Chris. Edell, in Chief Engine Despatcher Mackerly's office, has been promoted to Engine Despatcher. M. J. Callahan and Barney Gately were promoted, in consequence.

On the night of January 8th, Foreman Pipe Fitter Maxwell's home was burned. That is hard luck "Mac," and we are all sorry.

Inspector Doremus says, "Last month was the first time my name was ever published." This will be the second.

NEW YORK DIVISION ITEMS.

Stopping off at Pine Bush on the Middletown & Crawford Branch, it is a pleasure to meet Mr. H. B. Hall, the genial agent, whose motto, "drive away dirt and trouble," makes him very popular in that vicinity and with all who have occasion to meet him.

Bob LaRue, who spent Christmas with his parents in Bay City, Michigan, says there is no place like home, but he likes the air around New York better.

L. G. Taylor, formerly Chief Clerk at Rutherford, N. J., has recently accepted a position in the office of Auditor of Freight Accounts. Lester will be missed by his many friends from the Rutherford office, but "Les" says it's promotion he is after and we wish him success in his new position.

Bob Cortese, better known as the "Duke" and who was recently loaned to the D., L. & W., has been offered a position with them, which he will accept. We regret to have the Duke leave us and hope he will drop in once in a while and renew old acquaintances.

It is rumored that Cupid has shot a dart and united two hearts as one at the Middletown Freight Office. Congratulations.

Mr. Benj. Carpenter, the popular New York Division Conductor intends to take a trip to Florida in the near future. We don't blame you, Ben, the worst of the Winter is yet to come.

FROM CINCINNATI DIVISION.

An important change has been made in the official capacity at Marion Yard. As you may again find J. M. Condon back at his old desk holding down the important position of General Yard Master with the assistance of his efficient staff, R. C. Randall, L. A. Keller, W. H. Pohler, R. Smallwood,

Relatives are loved by few, but Harley Koons swears by his aunt, his ardent attentions and gracious smiles are not the kind that are often bestowed upon kin. And the boys are guessing just a little. Poor Harley, since his recent promotion as stenographer to W. P. Kimble, has been deprived the privacy of the phone, which he enjoyed while filling the same position to Mr. Pelham.

The men on the Cincinnati Division are so enthusiastic over the "Safety Always" movement, that they use Always Safety razors.

Some people think the clerks in the Superintendent's office are "Albright," but one of them is "Dull."

It has puzzled many of Harry Albright's friends as to why he always carried a suit case on his week end trips to Galion to visit his folks. Harry's father keeps a grocery store in Galion. If you don't believe me just offer to carry the suit case on its return trip to Marion.

Leland Whitney has been initiated into the Erie employ, as he recently accepted a position in Mr. Pelham's office, as his stenographer.

Lester Lehman, stenographer to Mr. W. P. Kimble, has resigned to take up the moving picture business at Brookville, Ind. On his departure, while bidding friends good bye, the passengers on No. 15 were startled by a sudden ringing of bells. Not a fire alarm—only Lehman's alarm clock in his suit case which he had unwittingly failed to shut off. However, we are glad to see him entering the new enterprise with bells on and wish him all kinds of success.

The Superintendent's office is frequently annoyed by the electric lights going out at a busy hour. We are indeed very grateful to the inventive mind of Paul Hauling, who has come to the rescue and offered a substitution. Now, Paul stands on high and gives out a light that would rival the Statue of Liberty. Paul's hair is a fiery red.

Telephones are certainly a useful article in the business world, how about it Gerard?

A rope ladder has been installed at the Huber building, to be used in case of fire, for the protection of the office force of the Erie, which is located on the fourth floor. The ladder was put in by the Erie Railroad Company and installed by Erie carpenters. Harley Koons, Stenographer to W. P. Kimble, was the first one of the office force to make the descent and described it as a sort of a ticklish proposition.

Charlie Mochel, Chief Dispatcher, has taken up physicial culture; at least he was seen the other day carrying two heavy buckets. Ask Charlie about it.

SIGNAL DEPARTMENT.

W. H. Knapp, known as "Buddy" among his friends, the boys, has deserted the Bachelor's order and transferred his faith to the "Ancient Order of Benedicts." On the afternoon of Saturday, Jan. 31, last a wedding was solemnized in St. George's Chapel, East 16th St. and Rutherford Place, New York City, the contracting parties being Miss Ella Burgerson and Walter H. Knapp. Mr. Knapp is a maintainer of automatic signals for the Erie from Suffern, N. Y., west. It is learned that "Buddy" was pretty liberal with the invitations and the wedding was a pretty affair. All join in wishing Mr. and Mrs. Knapp happiness and prosperity.

Pump Handler Thompson, formerly a wireman in the electrical construction gang, has been promoted to autosignal maintainer on the Northern R. R.

J. H. Jerome, formerly maintainer of auto signals at Middletown, N. Y., has been promoted to foreman of maintainers on west end of N. Y. Division.

S. F. Cooper, formerly foreman of maintainers on west end N. Y. Division, has been promoted to Foreman of Terminal Division.

Pat. Kelleher, of the mechanical construction gang, managed to get four feet off the ground on a signal pole to have his picture taken at W. J. with the aid of a block and falls.

J. R. Smith, formerly batteryman at Middletown, N. Y., has been promoted to maintainer of auto signals west of Middletown, N. Y.

The following officers were elected in the Erie Signalmen's Benevolent Ass'n., for the year 1914. J. F. Colvin, President; D. Deffilly, Vice-President; J. H. Storms, Treasurer; I. Fenwick, Rec. Secretary; J. B. Storms, Fin. Secretary; J. Murray, Sergeant at Arms.

SUSQUEHANNA SHOPS.

Susquehanna, the only town in the county that can boast of paved streets, has no intention of resting on her laurels, but is still right up front in the procession of progress with a thriving dancing school, where the "Tango," "Hesitation Waltz," "Dip," and all the other latest terpsichorean stunts are taught and the fun thrives. The "Hesitation Waltz" is especially popular here owing to the natural topography of the country, which, combined with other gifts of nature in the way of snow and ice, make it desirable to "Hesitate" before negotiating the descent from our resident section to our seat of industry, the Old Reliable Erie shop. It is too bad that "Mack" is not with us this Winter, as he could come down Church Hill on "all fours" and get away with it as the "Polar Bear" does.

That our Piecework checkers are efficient in the discharge of their duties, is established by the article in the January number of the "Erie Magazine." That they are also popular is attested by the fact that all three were successful candidates for public office during the recent municipal election. Messrs. Lyons and Munson were elected to the School Board of their respective districts, while Mr. Hall carried off the juiciest plum of the whole political harvest—Tax Collector.

Mr. Dennis Horrigan, foreman of the Tin, Pipe and Copper Depts., has been absent from duty for the past month on account of a severe attack of Pneumonia. We are pleased to announce that at present he is convalescing rapidly.

Asst. to Gen'l. Foreman F. R. Stuart and family, spent the holidays visiting relatives at Meadville, Pa.

Gen'l Roundhouse Foreman Anderson is back on duty, after a prolonged illness.

The "Bull Moosers" refuse to be "frooze" out. In spite of the Tariff Bill, the Currency Bill and 14 below zero, our shop champion of the terrible Teddy, persists in wearing that badge of cheerfulness, "a straw hat."

BUFFALO CAR SHOP.

J. Yaeger, Carp. Pass. Dept. while coming to work, slipped and fell on an icy sidewalk Jan. 5, breaking two ribs. We hope he will recover speedily and be with us soon again, as he is well liked among his shop mates.

Chas. Dietchler, Mill Operator, visited relatives and old friends during the Christmas holidays at Chicago.

Ferdinand Phillips entertained his friends of the Erie Car Shops on Sunday, Jan. 4 at the Hydraulic Fishing Club Boat House. A very enjoyable time was spent.

The fire team is in constant practice, although the weather is decidedly against them.

C. Trampert has recovered from illness and is able to be among us again.

G. Hammersmith has entered his bull dog in the Buffalo Kennel Register. This dog is of a high pedigree and will probably capture some Blue Ribbons and prizes.

"Jake" Dambach, "Dave" Frazier, Otto Deuchler, "Ed." Schallmo and Floyd Gurney, had a friendly bowling match at Kumpf's Alleys, against Henry Auer, Otto Truhn, Carl Schottin, H. Lentz and J. McGrath, the latter team winning the game by the very narrow margin of two points.

James Gill and N. Friert, were recently skating on Park Lake, when circumstances brought them in contact with two companions, which made it necessary for them to walk to Kenmore. After reaching Kenmore, they were surprised to learn that the last car had left for Buffalo. They had a nice walk back and will be wary of companions hereafter.

A. Oehler has returned to work after a long siege of illness, lasting over three months.

You might have been to college,
'Till your brain was filled with knowledge.
You tried to reach the topmost branch
And for better pay you'd thirst.
You emanated from a savage,
You stood their jokes and badinage,
But, you helped the good old Erie
By remembering "Safety Always."

T. P. Oliver.

DOINGS AT DUNMORE.

Dunmore Lodge, No. 382, B. R. T., will, on Friday evening, Feb. 20, conduct its first Grand Ball, in Washington Hall. The committee in charge has left nothing undone to make this affair a big success, and assure all who attend a good time.

A "Free for All" fight took place Jan. 5, between Gen. Foreman Wallace's dog "Spot" and Storekeeper Matthew's cat "Mollie," in which "Spot" came out victor. Miss Schoonover declares vengeance on "Spot" and is yet bewailing the loss of "Mollie."

Peter W. Dinkel is convalescent, after his recent illness.

T. R. Jones, shipping clerk, has resigned to accept position with car dept.

J. H. Sacco has been promoted to Shipping Clerk, vice T. R. Jones, resigned.

Gen. Mech. Supt. Schlafge and staff, inspected the shops and yards during the month.

P. J. Reis of Mr. Cozard's staff, spent last week checking over time slips.

Mr. F. B. Lincoln, Gen. Supt., was a caller at the shops during the month, on a tour of inspection.

The shops have now gone on a schedule of 50 hours per week, which is good news to all concerned.

The output for January was 2 T. B. M. F's, 1 T. B. M. F. B. F., 1 T. B. M., 2 B. F's.

John Clay, Foreman of the Fitting Shop, is among those busy preparing for the coming of "Billy" Sunday.

He is chairman of the committee preparing the establishing of a nursery for the care of children of the mothers interested in Mr. Sunday's work. The sawdust trail for John.

Mr. Stanley Tredinnick and John Conroy, are in sympathy with the Cabaret singers who lost their positions through Mayor Jermyn's orders for a lid on the city.

"Bill" Sunday is all that is left for Stanley and John.

Mr. W. S. Haines, M. M., is able to be around, after a few days of sickness.

W. J. Burchell, of Fitting Dept. has resumed duties, after a few days illness.

W. H. Neilson of Fitting Dept., and one of the safety committee, is confined to his home with a severe attack of Grip.

Chas. Wagner of Machine Dept., is confined to his home on Pine St. with Pneumonia.

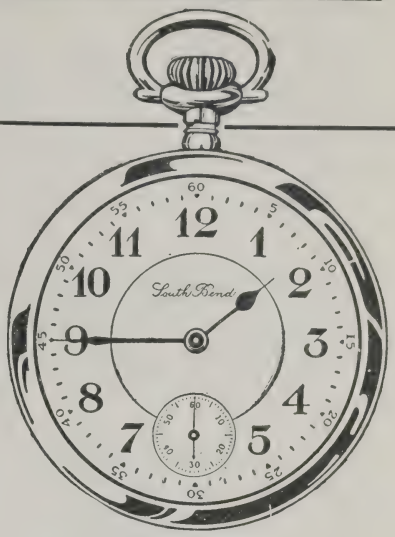
From those who enjoy the confidence of Storehouseman H. W. Dalrymple, it is learned he will make his second annual appearance on "Billy" Sunday's Saw-Dust Train, sometime in March.

James L. Purcell, Piece Work Checker in Car Dept., has resigned to accept a position as clerk in the Scranton Post Office.

Guy Tresslar has been promoted to Piece Work Checker.

BRADFORD ITEMS.

L. W. Hendricks has resigned his position as master mechanic at the



The SOUTH BEND Studebaker

RAILROAD WATCH

IS ACCURATE UNDER ALL CONDITIONS

The Studebaker watch will keep the same accurate time whether it's in a luxurious Pullman or out on the tops on a cold fierce Winter day. The rocking jolting motion of a locomotive cab will not effect its time-keeping a single second.

You know that extra precautions are taken to guard against accidents to your fast limited trains.

In the same manner we take extra precautions in our factory to insure each Studebaker watch being as near perfect as human ingenuity and the most modern and efficient machinery can make it.

It is because of these extra precautions that we are able to insure each Studebaker watch to pass inspection for five years.

Own a watch that is built to meet the watch requirements for the future as well as those of today—

Own a watch that the factory insures to pass all watch requirements for five years to come and you will have no future watch worries.

Ask your local inspector to show you a copy of the written insurance certificate which we give with every Studebaker watch or write us today for a copy.

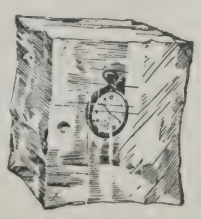
See for Yourself How we Protect You

SOUTH BEND WATCH COMPANY

MAKERS OF

MASTER TIMEPIECES

SOUTH BEND, IND.



Bradford shops and left for Dunnellon, Fla., where he has accepted a position. Mr. Delancy Davis of Hornell has succeeded Mr. Hendricks.

James Ferrell has been spending a few weeks with relatives in Dushore, Pa.

Bert Osborne of Waverly, formerly of this city, was in town visiting his old friends.

Isador Ertz has resigned his position as clerk for Supervisor J. Hart, to accept a position in the water department of the B. R. & P. R. R.

James Burns has returned home from Buffalo, where he has been visiting relatives.

Absorbed in the work of checking up his train before the night's trip, William Geising, a Buffalo freight conductor running between this city and Buffalo, was suddenly crushed to death beneath the wheels of a locomotive in the lower yards, shortly after 10 o'clock on Saturday night, Dec. 27. Mr. Geising was getting ready to start on his regular run to Buffalo and was looking over way bills and checking up his train in preparation for the trip. Through a misunderstanding, the nature of which is not quite clear, the conductor was standing on a track, over which a switch engine was running backward. He failed to note the approach of the locomotive and was hurled to the track, the wheel of the tender passing over his body and inflicting terrible injuries, which resulted in almost instantaneous death. Another trainman standing near, was knocked from the track, but not injured to any extent. Geising's body was wedged between the drive wheels of the locomotive and nearly an hour was required to dislodge it. It was badly mangled. On Sunday, Dec. 28, the body was sent to Buffalo for burial.

BUFFALO MACHINE SHOP.

Somebody raised the question a few days ago—What are the two greatest surprises in Life? Ask Johnnie O'Niel.

General Mechanical Superintendent, W. Schlafge and party, visited this shop a short time ago.

August Steve and W. L. Mustard, were on the sick list and have again resumed work.

Some of the boys are still "Hesitating."

We regret to announce the deaths of Mr. Richard Russell and Mr. Patrick C. Leahy, who served in the capacity of Locomotive Engineers on the Buffalo Division a great number of years. Both of these men were widely known and held in the highest esteem by all who came in contact with them. We extend our sympathy to the bereaved ones.

FROM YOUNGSTOWN, OHIO.

Wm. Moses, Chief Clerk to J. C. Flood, D. F. A., of this city, has returned to his post after an extended trip through the West for the benefit of his health.

W. W. Marshall, Operator at "F. D.", was a visitor at Warren, O., Saturday, January 10. Misses J. F. Bannon and F. I. Diefenderfer, clerks at local freight office, spent Saturday, January 10 and Sunday, January 11, in Pittsburgh.

I. M. Porter, Foreman of the freight house, was a visitor in Cleveland, O., Sunday, January 11. Mr. Porter is one of the faithful ones, always on the job, still he finds time, once in a great while, to tear himself away from his duties and go on one of his extended trips of one or two days, at the most, as that is about as long as he can stay away at any one time.

Miss Ethel Halls, formerly with J. R. Thomas Sons, of this city, has come in to the fold as our stenographer at the local freight office.

Did you ever go for a sled ride in a big bob drawn by 4 horses with plenty of robes to help keep you warm? If you never did you miss the joys of Winter. The young ladies and gentlemen of the local freight office arranged for one of these joy rides to take place January 16, which was carried out to the last item, except that they made the trip in the direction of Hubbord. Now, we have nothing against the good folk of Hubbord, but we had to get out and walk through slush and water, mud and snow (as the snow never lasts long over there), when we reached the borders of that famous village, where so many of our fellow clerks live. Our destination was to the home of Mr. and Mrs. Jones, who are very kind and good-hearted people, to allow such a bunch to take possession of their home. Of course, their son Elmer is our Rate Clerk and every year we enjoy the privilege of going over by sled or street car to spend an enjoyable evening. Our spirits were somewhat dampened, as were some of our feet, still we arrived in time to spend a few hours before we were served with a boun-

tiful supper, which we all enjoyed, and, also, some fine singing and several selections on the piano, after which we departed, as it was in the small hours of the morning. We arrived back home in time to just take a look at the bed and return to our duties at the office. We wish you all could go with us some time, as Jones' is sure some place to go.

W. N. Reno, Conductor on Train 277, had a stroke of paralysis while at work at Niles, O., January 20. He was rushed to Youngstown on special train and taken to the City Hospital. We will all miss Wood, as he is well liked by the boys, and hope for his recovery soon.

J. J. Cooney, Yard Master, days, at Brier Hill, O., has taken a similar position at night.

Our old friend, J. K. Orr, better known as "Colonel," the reliable Yardmaster at Brier Hill, is back again in harness, after having been sick for some time.

In conclusion, there is one face which we miss from our midst at the local office—one whom we all have looked up to some time or other; one whom some of the clerks keep their eye on constantly; some of the boys who have been in the service for years have looked into this face with longing; some of the new or younger clerks can hardly do their work without this face to look upon. It seems hard to be deprived of so dear a one, but you know it is customary for persons to have their face examined. Now, this is what is being done to the face we miss so much—the face of our faithful clock.

GALION, OHIO.

Engine 855 has passed into history, as same was scrapped during the past month.

A number of pieces of hospital furnishings have been added to the equipment of the Erie Employes Emergency hospital. These were bought through the generosity of Galion shop employes.

E. R. Weydert, of Tennessee, is a new special apprentice now located here.

A part of the roundhouse is being partitioned off for additional quarters for the tank shop force.

Shop superintendent G. T. Depue, is now the owner of a handsome 6 passenger Hudson touring car.

One hundred per cent. piece work men, were very much in evidence at Galion shop during January.

The Safest Road

to financial independence is "The Savings Bank Route."

To travel this road, the only requirement is that you regularly save a small part of your weekly or monthly earnings.

Get started right by opening a Savings Account with The Oldest Bank in Chicago. Your Savings will earn 3% interest, compounded twice each year, and will be safeguarded in every possible way.

THE MERCHANTS LOAN AND TRUST COMPANY
OLDEST BANK IN CHICAGO

Established 1857

112 W. Adams Street Chicago

National Waste Company

MANUFACTURERS

WOOL WASTE

For Journal Box Packing

COTTON WASTE

For Wiping

General Office:

Fisher Building

CHICAGO

Mills: Philadelphia, Pa.

FROM HUNTINGTON, INDIANA.

Heber La Mont, Ass't Gen'l Yardmaster has been promoted to the position of General Yardmaster, succeeding Charles Reagan, who has resumed his former position as Conductor. Here's success to "Hebe" in his "Shoulder Strap Job."

H. W. Coble is now Night Yardmaster, and the way he, with the assistance of Night Chief Dispatcher W. J. Briggs, railroads the "High Balls" through the Huntington Yards, shows that we have a few "live wires" on the Chicago and Erie.

While the Telephone System is giving general satisfaction on the Chicago Division, it also has its drawbacks. One of our prominent dispatcher's forgetting the Transmitter is in front of his mouth, quite frequently misses the cuspidor while unloading a mouth full of "Horse Shoe." Perhaps Mr. Edison could invent a "portable cuspidor" for the use of our dispatchers.

Luke O'Brien, one of our fast engineers, is back on the job, after being laid up with a sprained wrist. Luke and the 2560 are making a record for themselves on No. 80.

G. B. Curran, one of our dispatchers, is recuperating from a long siege of rheumatism, and will soon be back directing the movement of trains from Huntington and Spencerville.

K. R. Nelson, Copier, is deploring the lack of literary talent manifested by those that insist upon writing snatches of poetry upon the walls of the depot. Any original sayings would please Mr. Nelson very much. It would please the Company if the poets chose somewhere else to write.

F. C. Grass, our Local Agent, ran a rusty nail in his foot and was detained from his duties for several days. We are glad that nothing serious developed from it. During his absence Frank Beaver, Chief Clerk, acted as Agent.

Perry J. Hill, for many years First Trick Operator at "S. M." Tower, is heart-broken, as "S. M." has been closed as a block and train order office. He is now 1st Trick man at "Q. N." Several of the boys have reported that they have seen Perry with a bandana in his hand weeping for the departed on the site of his former "home."

Some people are so impressed with the idea that the Lord will provide that they never go to work.

Ham's "Empire"



Ham's Empire No. 10
Car Inspector

A splendid lantern for car inspectors' use.

Fitted with polished hood and 5" silvered glass reflector.

C. T. Ham Mfg. Co.
Rochester - - New York

CHARLES MILLER, President
O. D. BLEAKLEY, Vice President

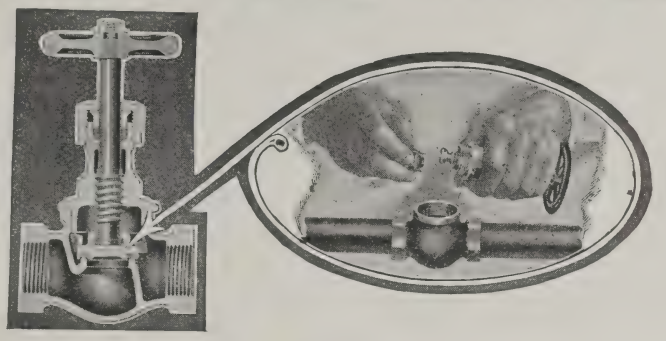
F. W. OFFICER, Cashier
C. B. DOLSON, Ass't Cashier

First National Bank
FRANKLIN, PA. ESTABLISHED 1863

Resources - - - - - - - - - $1,600,000

UNITED STATES DEPOSITARY

GENUINE FAIRBANKS RENEWABLE VALVES



Caution!

As imitations are now on the market that closely resemble our **Valves** and our **Disc Rings** (even our printed matter) we caution Engineers and Supply Houses, wanting the **Genuine Fairbanks,** to see that the Valves bear our Trade Name "**Fairbanks**" or our Trade Mark Ⓕ and that the Disc Ring Holders have "**Fairbanks**" cast or stamped on them.

Fairbanks Renewable

Globe, Angle, Gate and Check Valves in Brass and Iron

Fairbanks Standard Globe and Gate Valves
Fairbanks Regrinding Valves
Fairbanks "SpherO" Valves

Dart Unions

GET OUR CATALOGUE GET ACQUAINTED

THE FAIRBANKS COMPANY
NEW YORK CITY

FOR ALL ERIE EMPLOYES

These advertisements are from Erie men, offering their "by-products" to their fellow employes of Erie's big family. If you want to trade or exchange, sell or buy, write us telling what you want to get or wish to sell, in not to exceed 40 words, and your desires will be made known in the next issue of the Magazine. Address

THE ERIE R. R. EMPLOYES' MAGAZINE

Room 1077, No. 50 Church St. - - New York City

☞ These advertisements are FREE to all Erie Employes.

ANCONAS and Black Leghorns, $1.25 per 13 eggs from prize stock. Henry T. Evans, Blassbury, Pa.

BABY CHICKS and Eggs for Hatching. Pittsfield and Ringlet Barred Plymouth Rocks. Chicks $20 per 100. Eggs $8 per 100, delivered. Rose Comb Brown Leghorns, Kulp strain direct. Chicks $16 per 100; Eggs $8 per 100. Fourteen First, Six Second and Six Third Prizes at Easton, Blairstown and Stroudsburg, Pa. Circular Free. C. B. Huff, Agent, Water Gap, Pa.

EGGS for Hatching; extra fine stock. Five cents each for the following breeds: White and Brown Leghorns, Rocks and R. I. Reds. Otis T. Gregory, Passenger Dept., 50 Church St., New York.

ERIE WATCH FOB, Gold Plated. Send fifty cents to Geo. S. Aussem, A. C. P. A. 201 Euclid Ave., Cleveland, Ohio, for Erie trade mark fob. Very fine, iwll last lite time. For all employees. Postage paid.

EGGS from Kellerstrass Crystal White Orpingtons, low down, red eyed, shapey, vigorous birds; every bird in these pens trapnested, settings, $1.50. Also grand matting of silver laced Wyandottes, slide open lacing, settings, $1.50. B. Rubin, 2561 E. 50th St., Cleveland, O.

FOR SALE—100 S. C. White Orpington Pullets. Cook strain direct. Prices reasonable. L. V. Wilson, D. E. Cliff, Ohio.

FOR SALE—Hatching Eggs from full-blooded White Wyandottes. 15 for $1.50. M. S. Earl, Operator, P. O. Box 62, Harriman, N. Y.

FOR SALE—New Fox 20-gauge double-barrel hammerless shotgun; 5½ lbs., 26 inch compressed fluid steel barrels, left full choke, right modified. A dandy. First $20 buys it. J. A. Taylor, 506 Franklin Street, Elmira, N. Y.

FOR SALE—Large Carneaux and Homer pigeons; good breeders, mated and banded. Prices reasonable according to quality and quantity. T. E. Gephait, R. R. 4, Box 26, Huntington, Ind.

FOR SALE—At a bargain, my residence at 121 Prospect Street, Nutley, N. J.; nine rooms; all conveniences; owing to permanent removal to Chicago.—J. C. Gothwaite, 5800 Rosalie Court, Chicago, Ill.

FOR SALE—One-family house in Clifton, N. J., with all improvements, gas and electric lights, dining room, parlor with reception hall, four bedrooms with large closets. Price, $4,200; $500 down and rest in monthly instalments. For further particulars call Mr. George W. Konold, 221 Madison Ave., Clifton, N. J.

PRIVATE FAMILY would like to arrange for a supply of fresh eggs. About eight dozen a week, and fresh killed poultry. Address, giving full particulars, Mr. B., care E. Dorf, Erie Terminal, Jersey City, N. J.

TWO FINE White Rock Roosters for sale by Geo. Kesse, 83 Humboldt St., East Rutherford, N. J.

FOR SALE—White Angora Rabbits, age 2 to 4 months old. Price $1.00 per pair. R. Greenwood, 563 E. 19th St., Paterson, N. J.

FOR SALE—A Jefferson, twin cylinder, 9 horse power, guaranteed to make seventy-four (74) miles an hour; is comparatively new, ridden only 25 miles. Cost $300. Will sell with complete riding outfit, luggage carrier, tandem attachment, all complete, for $200. Don't miss this chance. Address, L. Houghtaling, 50 Church St., care of Comptroller Erie R. R., New York City.

POSTAGE STAMP Collections Bought. Exchange wanted with earnest collectors. J. Van Ness, 234 Madison Ave., Clifton, N. J.

YOUR NAME neatly hand printed on one dozen cards with any emblem you prefer for 15 cents. F. D. Kistler, Operator, Griffith, Ind.

FOR SALE—Complete Electrical and Mechanical course in the International Correspondence School at Scranton. Good for life. Will sell very reasonable. Address, L. F. Truman, 722 Guilford St., Huntington, Ind.

FOR SALE—Royal Typewriter, used very little, nearly new; will sell reasonable. For further particulars enquire of V. S. Ryan, 42 Earley St., Wellsville, N. Y.

SEND ME $1 and I will send you a Black Chief gun-metal watch, 16 size; or send me $2 and I will send you a polished nickel watch, white or gold dial. Both watches guaranteed. C. A. Peelman, Meadville, Pa., Box 198.

WANTED TO EXCHANGE—Fine banjo with heavy canvas case; for a B flat or A key Clarinet of low pitch. A. M. Hunter, Messenger, Wells Fargo Co., Marion, Ohio.

WANT TO BUY a Second-hand 20th Century Telegraph Key. E. R. Hyatt, Operator, New Windsor, N. Y.

WANTED—2 copies of Erie R. R. Employes Magazine, issue of September, 1911. Please forward same to Editor, 50 Church St., New York.

WANTED—A second-hand mecograph in good condition. State make. Address H. W. Hutton, care of Erie Frt. Office, Oil City, Pa.

The First National Bank

SUSQUEHANNA, PA.

MEN all along the line do their Banking business with us. Delaware and Susquehanna Division men find this Bank a great convenience.

WE SOLICIT YOUR ACCOUNT



DEPOSITS OVER - - $1,000,000
3% INTEREST ON SAVINGS ACCOUNT



THE FIRST NATIONAL BANK
OF BINGHAMTON, N. Y.

ORGANIZED 1863

Capital $400,000

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S. J. HIRSCHMANN, *Vice-President*

A. J. PARSONS, *Cashier*

T. B. CRARY *Vice-President*

Third National Bank

SCRANTON, PA.

CAPITAL - - $400,000
SURPLUS (Earned) $1,000,000

Designated Depositary of the United States.

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FIRST NATIONAL BANK, JAMESTOWN, N. Y.

CAPITAL, - - - - - - - $153,300
SURPLUS AND UNDIVIDED PROFITS, $400,000

F. E. GIFFORD, President — F. E. FELT, Cashier

UNITED STATES DEPOSITARY
ORGANIZED 1894

New First National Bank

MEADVILLE, PA.

YOUR BUSINESS INVITED

Capital, - - - $100,000.00
Surplus & Undivided Profits, $175,000.00
Deposits, - - - $1,300,000.00

CHAS. FAHR, President
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C. S. BURWELL, Cashier
J. J. FARNICORN, Ass't Cashier

BRADFORD NATIONAL BANK

BRADFORD, PA.

Capital, - - - $200,000
Surplus and Undivided Profits, $500,000

3 Per Cent. Interest Paid on Certificates of Deposit

O. F. SCHONBLOM, President — T. H. KENNEDY, Vice-Pres. — H. J. HAGGERTY, Cashier

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The Le Valley Vitae Carbon Brush is particularly adapted for Mine Work, being proof against Mine Damp. This is why Vitae Brushes are specified by manufacturers of mining machines. Write for Catalog No. 5. Free samples on request.

LE VALLEY VITAE CARBON BRUSH CO., Tremont & Webster Aves. NEW YORK CITY

SPECIFY

EDISON Portland Cement on ALL the work ALL the time, as its fineness of grinding insures you a 10% margin of safety.

85% THRU 200 98% THRU 100

SALES OFFICES:

NEW YORK—St. James Bldg. PHILADELPHIA—Arcade Bldg.
BOSTON—Post Office Sq. Bldg.



Look for Trade Mark on Every Bag.

FIRST NATIONAL BANK
SCRANTON, PA.

CAPITAL - - - - -	$1,000,000.00
Surplus and Undivided Profits -	$1,687,457.02
DEPOSITS - - - - -	$11,135,146.92

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Second National Bank, Elmira, N. Y.
CAPITAL, $400,000 SURPLUS, $400,000
Three Per Cent. Interest Paid on Certificates of Deposit

FIRST NATIONAL BANK
YOUNGSTOWN, OHIO

1863 FIFTY-ONE YEARS A NATIONAL BANK 1914

Capital and Surplus	$2,600,000.00
Resources .	$11,700,000.00

Commercial Trust Company of New Jersey
JERSEY CITY, N. J.

CAPITAL, SURPLUS AND PROFITS, OVER $3,400,000

Pays Four Per Cent Interest per annum on all amounts from $5.00 to $3,000 and Three Per Cent on amounts in excess of $3,000 deposited in the Special Deposit Department. Interest periods are the same as in savings banks. Accounts may be opened with one dollar. Accounts may be opened by mail.

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Opposite Exchange Place Station, Hudson Tunnels, Pennsylvania Railroad Terminal and Ferries to New York.

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The latest development of the M. C. B. Coupler

Has "Lock-to-the-Lock," "Lock-Set" and "Knuckle-Opener"

Janney Simplicity

MANUFACTURED ONLY BY

The McConway & Torley Co.

PITTSBURGH, PA.

DON'T PUMP YOUR LIFE AWAY

on a Hand Car or a Velocipede When you Can Ride in an Automobile.

The No. 2 Rockford Car is a light, speedy, serviceable Runabout for the rails

SIMPLE in construction — **EASY** to operate — **EASY** to pay for



No. 2 ROCKFORD CAR

Send for Catalogue No 43

ADDRESS DEPT. PP

Chicago Pneumatic Tool Co.

Chicago 1065 Fisher Building — New York 50 Church St.

BRANCHES EVERYWHERE

THE NEW YORK AIR BRAKE CO.

We Offer Reservoirs of All Kinds.

These Reservoirs are riveted to shell or welded to shell. They are furnished with reinforcement at Drain Cock opening on OUTSIDE to permit of thorough draining. When desired, we enamel them inside and outside. See our Circular No. 38.

C. A. Starbuck, *Pres.* — John C. Thompson, *Vice-Pres.*

F. M. Whyte, *Gen. Mgr.*

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165 Broadway, New York
WORKS
Watertown, - New York
CHICAGO OFFICE
2021 Peoples Gas Bldg.

TIETJEN & LANG DRY DOCK CO.

HOBOKEN, NEW JERSEY

NINE DRY DOCKS

600, 1,200, 2,000
800, 1,400, 6,000
1,000, 1,800, 10,000
Tons

General Repairs on Wooden and Iron Vessels . . .

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HOBOKEN, NEW JERSEY

Telephone: 700 Hoboken

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Arch Engines are always the best steamers

AMERICAN ARCH COMPANY

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Manufacturers of METAL *and* FIBROUS PACKINGS *for* RAILROAD SERVICE

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FRANKLIN, PENNA.

Sole Manufacturers of the Celebrated

Galena Coach, Engine and Car Oils, and Perfection Valve and Signal Oils

QUALITY SERVICE GUARANTEED COST

ELECTRIC RAILWAY LUBRICATION A SPECIALTY

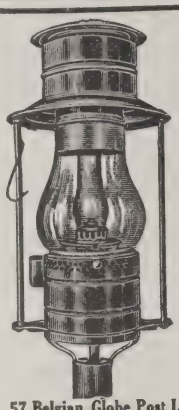
Galena Railway Safety Oil "B"

for Marker and Classification Lamps, to secure EFFICIENCY OF SERVICE, MAXIMUM CANDLE POWER and CLEARNESS OF LIGHT.

GALENA LONG TIME BURNER OIL, for use in Switch and Semaphore Lamps and all lamps for long time burning, avoiding smoked and cracked chimneys and crusted wicks.

Tests and correspondence solicited.

S. A. MEGEATH, President



No. 57 Belgian Globe Post Lamp
Price: $5.50 each, delivered any point East of the Mississippi.
Reference: Security Bank, New York

The BRIGHTEST LIGHT on the DARKEST NIGHT

is the 43 candle-power light developed by the Belgian Burner, in connection with the No. 57 Belgian Globe Post Lamp here illustrated.

Constructed for durability. One No. 57 will outlast two or three of the ordinary tubular lamps on the market, and with its powerful lighting efficiency, it is only necessary to use one of these lamps as against two or three of the tubular lamps.

For drive-ways, parks, private estates, in front of churches and village lighting.

THE DRESSEL RAILWAY LAMP WORKS
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ROBERT A. KEASBEY CO.
Heat and Cold Insulating Materials

85% Magnesia and Asbestos Pipe and Boiler Coverings
Estimates Furnished and Contracts Executed
CORK COVERINGS FOR BRINE PIPES, ETC.
"RAKCO" Brand Asbestos Flax & Rubber Packings
For All Classes of Marine and Stationary Engines and Pumps
100 NORTH MOORE STREET (Telephone 6097 Franklin) NEW YORK CITY

BROWNING, KING & COMPANY

Cooper Square, Opposite Cooper Union,
NEW YORK CITY.

...OFFICIAL TAILORS TO...

The ERIE R. R.
The N. Y., N. H. & H. R. R.
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The N. Y., P. & O. R. R.
C. R. R. OF N. J.
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And many other of the leading railroads and steamship lines.

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Successors to BILLINGTON, HUTCHINSON & CO.

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Baker Locomotive Valve Gear

We make one Gear and two Gear Frames for slide valve engines. A BAKER Gear fits all engines

The Pilliod Company
30 Church Street — New York

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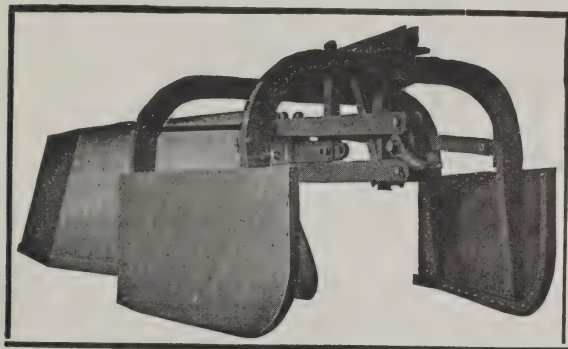
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Owners and Manufacturers of

VIM METAL FOR BEARINGS

Manufacturers of Brass, Bronze, Composition Castings and Babbitt Metal

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BUCYRUS

Unloading Plows
Wrecking Cranes
Loco. Pile Drivers
Steam, Electric & Gasolene Shovels and Drag Line Excavators
Dredges of Every Type

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THE RALSTON STEEL CAR COMPANY

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BUILDERS AND DESIGNERS OF

STEEL CARS AND UNDERFRAMES

Lake Erie Iron Company
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Manufacturers of

Nuts, Carriage, Machine and Track Bolts, Lag Screws

EAST BUFFALO IRON WORKS
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BUFFALO, N. Y.

Castings of Every Description
Capacity 100 Tons per day

Steam Engines, Gas Engines, Propeller Wheels, Brass Castings, Machine Work, Boilers, Stills, Stacks, Tanks, Etc.

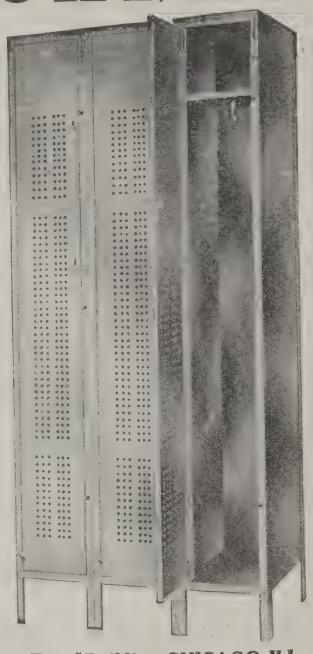
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Do you know that practically all the railroads have standardized

Durand Steel Lockers

for their shops and round houses?

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PHILADELPHIA, PA.



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HAYWARD BUCKETS



for coaling locomotives, removing ashes from ash pits and rehandling bulk materials.

Two types, the Clam Shell for handling bulk materials of a loose nature and the Orange Peel for digging or rehandling hard materials such as boulders, blasted rock, etc.

The adaptability of Hayward Clam Shell Buckets for coaling locomotives, unloading cars, transferring coal to and from storage pile and rehandling ashes is well shown in the view in this ad—Illustration No. A1405.

Write for Catalog showing the quickest and most economical method of handling bulk materials.

THE HAYWARD COMPANY

Manufacturers of Buckets and Digging Machinery

50 Church St., New York

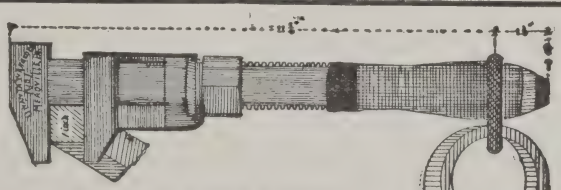
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Railway and Signal Supplies

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UWANTA SPECIAL THE RAILROAD STANDARD



STANDARD ON ERIE RAILROAD

REMEMBER, OUR IRON HANDLE WILL NOT BREAK, BEND OR SPLIT

Special Construction, Correct Proportions, Superior Materials, with no parts to be easily damaged, to get out of order, or lost off—has made UWANTA the most DURABLE Wrench built.

UWANTA WRENCH CO., Meadville, Pa.

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YELLOW PINE
YARDS: HARRISON, N. J. NEW YORK: 18 BROADWAY
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1115 Corn Exchange Bank Building
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ERITON
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BRIDGE TIES
CROSS ROAD
RAIL X TIES
SWITCH TIES
LUMBER

THE BARBER TRUCK GIVES BOLSTER LATERAL TRAVEL
STANDARD CAR TRUCK COMPANY, 1522 McCormick Bldg., CHICAGO

PEABODY COAL COMPANY
GENERAL OFFICES:
332 South Michigan Avenue, Chicago, Illinois.
Operating Mines in the Hocking Valley, Ohio, Sullivan County, Indiana, and in the Carterville, Springfield and Fourth District of Illinois.

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RAILROAD PRINTERS
WE DO RAILROAD PRINTING BECAUSE WE DO IT RIGHT
632 S. Sherman Street, Chicago

CARPINTER & BAKER INSURANCE
3 SOUTH WILLIAM ST.
NEW YORK
MARINE, AUTOMOBILE, MOTOR BOAT

The Prendergast Company
MARION, OHIO
Railroad Ties
Timbers
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Hardwood Lumber

Hudson Laundry Company
RAILROAD, STEAMSHIP, HOTEL and RESTAURANT Work of All Descriptions
630 GRAND STREET and 32 to 40 BISHOP STREET
JERSEY CITY, N. J.
H. W. BISHOP, President & Treasurer
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RESERVED

Daily Capacity, 40 Cars.
The Erie Stone Company,
General Contractors and Manufacturers of
Stone Ballast, Macadam, Wall Stone and Screenings.
ESTIMATES FURNISHED
Huntington, Indiana.

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SAN FRANCISCO, 418 Montgomery St.
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RAMAPO

SWITCHES, FROGS and SWITCH STANDS

HILLBURN, NEW YORK

Write Dept. N for Catalogues

Beckwith-Chandler Co.

MANUFACTURERS OF

HIGH-GRADE VARNISHES

NEWARK, N. J. 201 Emmett Street — **NEW YORK** 320 Fifth Avenue

PANTASOTE a perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

THE PANTASOTE CO.

11 BROADWAY — **NEW YORK**

Telephone: 343 Sloatsburg — Cable Address: "Ramfound."

Ramapo Foundry & Wheel Works

RAMAPO, ROCKLAND COUNTY, NEW YORK

Wheels for Steam and Electric Service. Also Mine Car Wheels of all Descriptions

NEW YORK OFFICE, 29 BROADWAY.

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151 Maiden Lane :: :: New York City

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Established 1853

Refiners and Dealers in OILS

Incorporated 1892

PHOENIX IRON WORKS CO.

Builders of Engines and Boilers

MEADVILLE, PENNSYLVANIA

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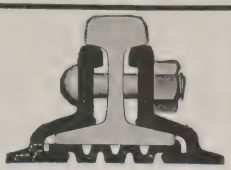
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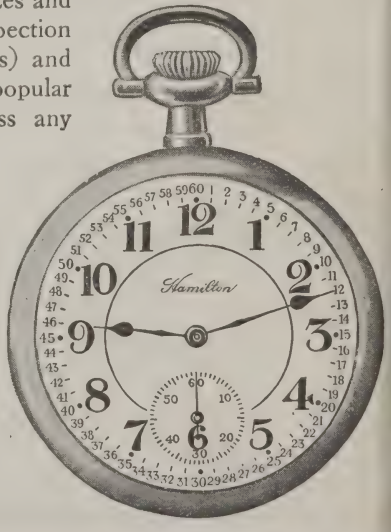
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